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Great 1960 Run On Bristol Bay

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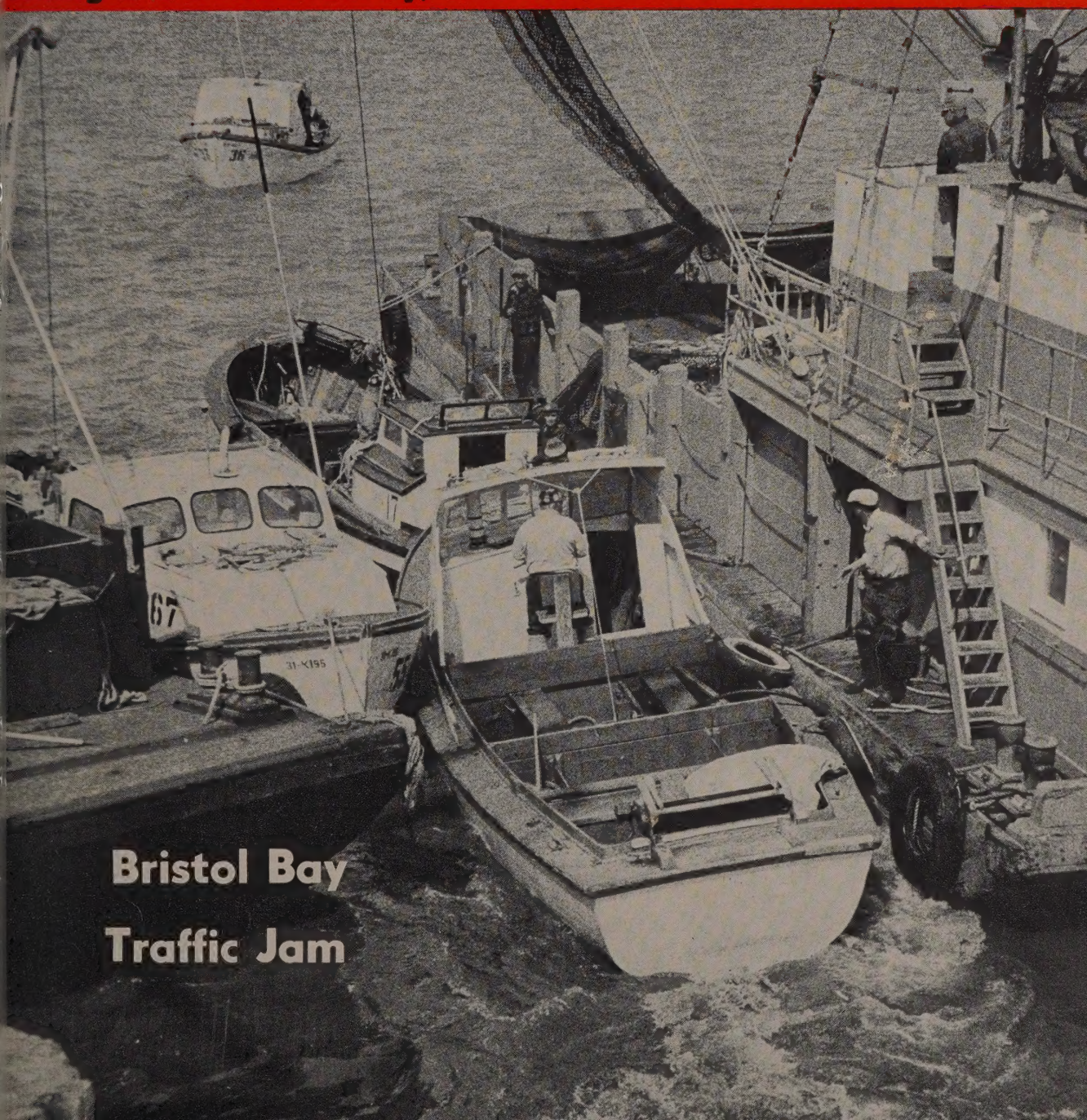

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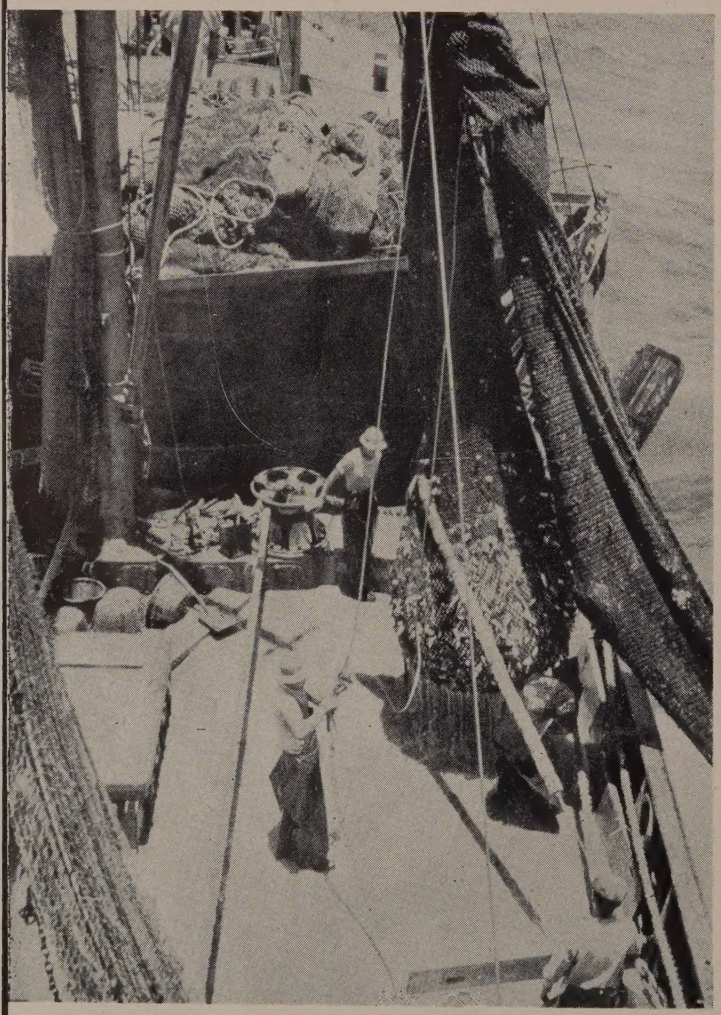

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San Francisco 5, Calif. — S. F. Leete
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PACIFIC FISHERMAN (with which is combined Pan-American Fisherman). Published monthly except January when publication is semi-monthly, by Miller Freeman Publications, at 731 S.W. Oak St., Portland 5, Ore. Entered as second class matter at the postoffice at Portland, Ore., under Act of March 3, 1879.

SUBSCRIPTION RATES: U. S., Canada, & Latin America, one year — $3, two years — $5, three years — $7. Other countries: one year — $4. Single copy 50c, except Yearbook Number, $1.

CHANGE OF ADDRESS—Send subscription orders and change of address to Subscription Department, PACIFIC FISHERMAN, 500 Howard St., San Francisco 5, Calif. Include both old and new addresses and zone number.

ADVERTISING: Complete plates only should be sent to PACIFIC FISHERMAN, 235 N.W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions and insertion orders should be sent to the Seattle office.

POSTMASTER—Send Notice 3579 to 500 Howard St., San Francisco 5, Calif.

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OFFICERS

WM. B. FREEMAN ..... President
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Our Fifty-Eighth Year— AUGUST 1960 Vol. 58 No. 9

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Bristol Bay Reds Yield 900,000 Cases

● Bristol Bay Red salmon catch produced 900,000 cases this season, if you include with the 845,000 cases canned on The Bay proper the 30,000-plus cases canned on the north side of the Alaska Peninsula, principally from salmon hauled from The Bay; and the 20,000 or more cases which freezership cargoes would produce.

Western Alaska production (Bristol Bay, plus Yukon, plus North Peninsula) of all species was above 1 million cases at presstime, with a Pink run on the Nushagak still possible.

Reds throughout Alaska were above recent years, save in the Kodiak district; and Chums to the end of July were nicely above the average for the previous five years to comparable date.

Pinks were the problem. To late July the amount packed was the lowest in any recent year. This was particularly disappointing in Southeast Alaska, where there had been strong hopes of a good run. It was still possible, as in some years good packs of Southeast Alaska Pinks have been put up after the middle of August.

Salmon pack of Alaska as a whole to July 25 was already greater in volume than that of the entire year 1959 while, with Reds accounting for almost two-thirds of it, the value of course was vastly greater.

● British Columbia canned salmon production up to the last week in July was smaller than to comparable date in any year since 1955, with Cohoes and Chums far below 1959, although Pinks, surprisingly, were ahead.

● Downward revision of the pre-season estimate for the Fraser River Sockeye catch was necessary at the end of July, with the run expected to be entirely over soon after the middle of August.

Late in July the Salmon Commission's concern for escapement was translated into an extension of the weekly closure in the Straits of Juan de Fuca and the Fraser River. At that time it seemed quite unlikely that the pre-season forecast of 1 million fish for each nation could be attained.

'Fabulous' Albacore Fishing Brings Drop in Price

● "Fabulous fishing" for Albacore in waters south from Morro Bay, Calif., with individual boats catching up to 1,000 fish per day, July 30 produced a $50 drop in selling price to $325, the packers' early-season offering figure.

Howard Scott Retires As PAF Sales Chief

● Howard L. Scott, vice president in charge of sales of Pacific American Fisheries, Inc., and president of Deming & Gould Co., its sales subsidiary, retired July 31.

S. G. Tarrant, PAF president, announced that Robert E. Graham has succeeded Mr. Scott as the company's sales manager and vice president in charge of sales; and that he had also been elected executive vice president of the Deming & Gould Co. and Bellingham Warehouse Co.

"Al" Kemmerich Directs Tri-State Commission

● Alphonse Kemmerich will become executive director of the Pacific Marine Fisheries Commission Sept. 1, succeeding retiring Milton C. James.

Mr. Kemmerich is a veteran officer of the U. S. Bureau of Commercial Fisheries, generally having served in the salmon hatcheries division. For the past 12 years he has been coordinator of the Columbia River Fishery Development Program.

THE COVER PICTURE

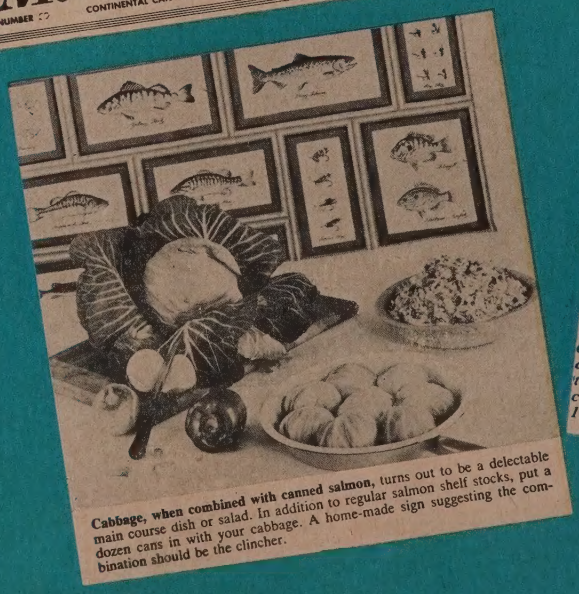
● A tense moment during the big Red Salmon run on Bristol Bay in July is pictured on the cover, when three gillnet boats narrowly escaped being crushed between a power scow swinging on a running Naknek tide and another discharging fish at the cannery elevator. The gillnetter in the foreground managed to back free and the scow on the right eased clear just as the boats began to crack.

Fish can't talk

CANNED FOODS

Merchandiser Digest

NUMBER 23 CONTINENTAL CAN COMPANY, 100 E. 42nd ST., NEW YORK 17, N. Y.

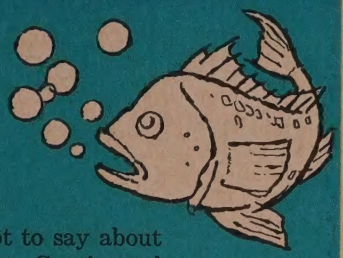


Cabbage, when combined with canned salmon, turns out to be a delectable main course dish or salad. In addition to regular salmon shelf stocks, put a dozen cans in with your cabbage. A home-made sign suggesting the combination should be the clincher.

PROMOTION Pointers

The time to spotlight your complete line of canned fish and fish specialties is during the "Fish 'n' Seafood Parade," October 19-25! National magazines, newspapers, radio and TV will carry a flow of new, exciting recipes.

To start sales rolling, the following point-of-sale material is available: (1) A 6-color ceiling mobile featuring three appetite-appealing fish dishes; (2) Six diecut paper posters; (3) A four-color window poster featuring the theme of the promotion. Newspaper mats and shelf stickers are also available. For complete details, contact: National Fish and Seafood Week Committee, 1614 Twentieth Street N.W., Washington 9, D. C.



...but if they *could* talk, they'd probably have a lot to say about Continental—and how we help you sell fish in the food store. Continental speaks up for fish in hundreds of sales-making ways—in the Canned Foods Merchandiser Digest, mailed regularly to 100,000 supermarket operators and headquarters buyers throughout the U. S. . . . with newsletters to brokers . . . with tips and recipes to newspapers, magazines and home economists.

Here you see some of our recent efforts on behalf of our speechless friends from the deep. Continental spurs these promotions—for tuna, salmon, and other varieties—every day, week, and month of the year.

CONTINENTAL CAN COMPANY

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1120 Wilshire Boulevard, Los Angeles 17
Executive Building, Portland 4
Skinner Building, Seattle 8

METAL CANS SERVING MAN FOR 150 YEARS - 1810-1960

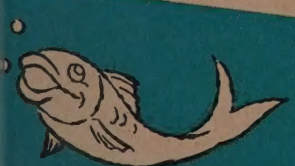
TUNA *(Tests conducted over an 18-week period)*

None of the three multiple packaging combinations used resulted in significant sales gains when compared to single cans alone. However, the sales increase of 5.6% obtained with the 3-pack plus singles approached significance. An increase of 7% was required.

Average Sales Per 1,000 Checkouts	(No. of Containers)
Single cans	108
2-pack plus singles	113 (4.5% increase)
3-pack plus singles	114 (5.6% increase)
4-pack plus singles	106 (1.9% decrease)

Set a course for big volume by tying-in with the biggest promotion yet on behalf of fish and seafood! It's the "Fish 'N Seafood Parade" which runs from October 19-25. National publicity will carry a flow of new recipes in national magazines, newspapers, on radio and TV

For further details and available point-of-sale material (mobile, 7 posters, ad mats, shelf stickers), contact the National Fish and Seafood Week Committee, 1614 20th Street, N.W., Washington 9, D.C



Tuna's always timely. Start with a basic display (this one in a California market sold between 20-25 cases in one week). Then, add related items to fit the season – noodles, rice, pimentos, etc., for cold weather casseroles; mayonnaise, olives, etc., for spring and summer salads and sandwiches.

OUTSTANDING PERFORMANCE ON FIRST VESSEL MAKES CATERPILLAR DIESELS FIRST CHOICE FOR REPOWERING SECOND

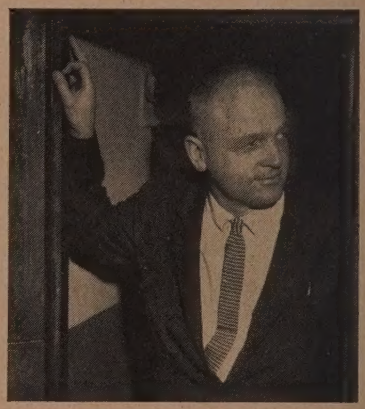
"In the spring of 1958, we repowered our 78-foot fishing vessel, 'Neptune,' with a Caterpillar D375 Diesel and the performance was so outstanding that in April of 1959, we repowered a second vessel, the 'Theo E,' with a D342 Turbocharged Diesel," owner Norman Holm of Edwards, Washington, said.

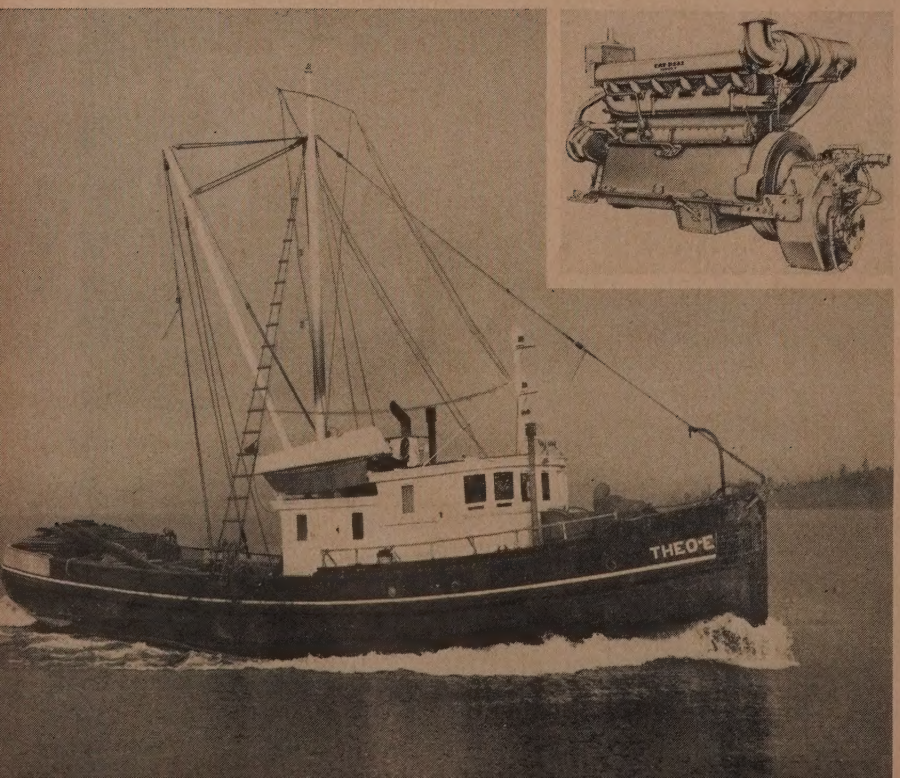
Reliability and performance have given Caterpillar Diesels a reputation second to none among owners and operators of fishing vessels. Such advantages as individual fuel injection capsules that can be replaced in minutes and the discard thrown overboard at a cost of less than $10, emphasize the mechanical conveniences designed into Caterpillar Marine Engines. The large inspection doors permit checking of piston assemblies, crankshaft and bearings, without dropping pan. Everything except the crankshaft can be removed through the doors, another Caterpillar servicing convenience.

These are some of the features of Caterpillar Marine Engines that mean more time for fishing and assurance you will get to the cannery without delay. For the other fine features of Caterpillar Marine Engines, see your Caterpillar Dealer. He'll show you how your fishing operations can profit from installing Caterpillar Marine Engines in your vessels.

CATERPILLAR ENGINES IDEAL WHEN OWNER DOES NOT RUN BOAT

Owner Norman Holm is well pleased with his Caterpillar Diesel: "The D342 Turbocharged Engine is the best available for my purpose which involves continuous heavy-duty work. With Caterpillar Engines, there is a minimum of maintenance and adjustment. It is the ideal engine in cases where the owner does not participate in the running of the boat."





10 TIMES THE RANGE WITH CATERPILLAR DIESELS

Before installing the Caterpillar D342 (inset), the "Theo E" was used in a 40-mile range. Now, it is used in a 400-mile range. Speed was increased from 7.5 to 10 knots. The boat makes a 720-mile round trip each weekend to Portland Canal. Average load is 150,000 lbs. of iced salmon.

CATERPILLAR

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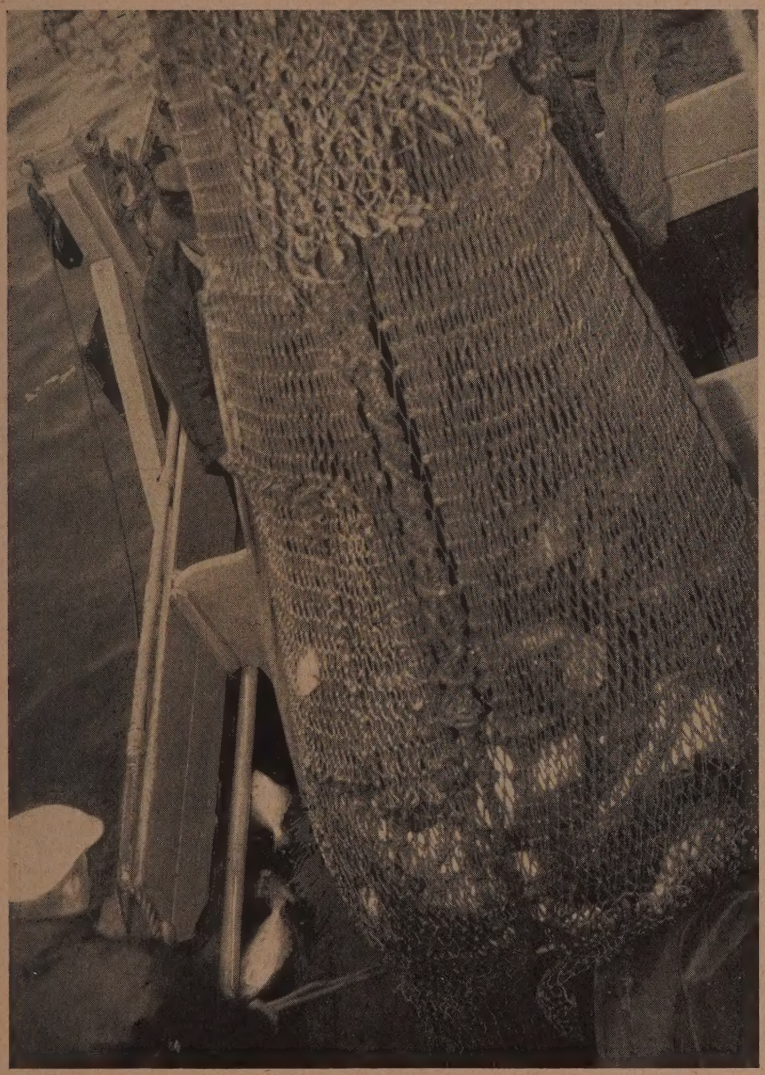

Why? Because Du Pont nylon is combined with the high-quality workmanship of skilled American net manufacturers to give nets that wear longer, result in fewer replacements and repair.

Netting of Du Pont nylon stubbornly resists weakening by mildew, rot and fish slime . . . fights abrasion to far outlast ordinary netting. It absorbs little water . . . is light in weight for quick, sure handling by your crew members. Netting of Du Pont nylon can be put back in service immediately after a catch—no drying or special preservative treatments are necessary.

The next time you buy netting, specify the one that means greater profits for you . . . netting of Du Pont nylon. Du Pont makes only the nylon fiber used by American net manufacturers in producing the highest-quality nets.

For further information about netting of Du Pont nylon, contact your supplier or write: E. I. du Pont de Nemours & Co. (Inc.), 31E Centre Road Bldg., Wilmington 98, Del.

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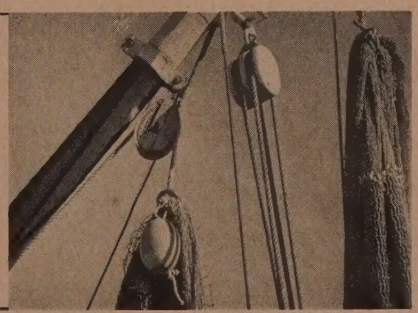
Hanging and purse lines of Du Pont nylon are stronger now than ever. Ropes made with *Du Pont Type 707 nylon* have 16% greater breaking strength and 3 times greater resistance to abrasion than regular nylon. These tougher, more durable ropes match the life of nylon netting to save you time and money.



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PROTECT YOUR MARKETS: BUY THE PRODUCTS OF AMERICAN WORKERS!

PACIFIC FISHERMAN August, 1960

The Great Bristol Bay Red Salmon Run of 1960

● Red salmon, running in volume comparable with the great years of Bristol Bay history, in 1960 brought that Alaskan area back to first place among the world's salmon producing centers.

The run made good the courageous forecast of the Fisheries Research Institute—first published in *Pacific Fisherman*—that the Bristol Bay Reds in 1960 would exceed 30 million in number.

Moreover, in handling this rich resource in its first year of authority the Alaska Department of Fisheries and Game (ADF) proved the success and effectiveness of its vigorous on-the-job, on-the-spot, on-the-ball policy of fishery administration.

If ever the fishing industry was in full agreement on any subject it was on this: that *the Alaska Department of Fisheries turned in a superb performance of rational, realistic and effective management.*

With courage, and a determination to make decisions which would be timely as well as fair to all concerned—while never forgetting the primary responsibility that conservation should be served first—ADF won the unanimous approval of an industry which can be bluntly critical.

This achievement of the ADF was almost as remarkable as the run itself.

Sharing the glory with ADF was FRI, which predicted the run, and stood firm by its forecast in the face of scoffing.

● Full measure of the Bristol Bay Red run of 1960 could not be taken at presstime, but many of its characteristics were clear.

It was composed primarily of small four-year fish from the heavy spawning of 1956, plus larger five-year fish in smaller numbers from 1955.

Five-year fish from 1956 may be expected in 1961 to produce another good run.

The catch represented somewhat less than half the total run reaching Bristol Bay, for a variety of reasons:

1. The small size of the fish, which during the early season ran about 14.75 fish per case, enabled many of the fish—and particularly the females—to pass through the selective gillnet gear.

2. Full-scale fishing and packing effort capable of coping with a run such as actually developed had been discouraged by doubts of some elements as to the validity of the FRI forecast.

3. Severity of the gear-time table established by the 1960 ADF regulations—even though it was immediately relaxed once the character of the run was demonstrated—tended to limit the introduction of non-resident fishing effort.

BRISTOL BAY CATCH OF RED SALMON

(Preliminary data in numbers of fish through July dates shown.)

District and date	Red Salmon
Togiak (17)	307,000
Nushagak-Igushik (10)	1,201,000
Naknek-Kvichak (17)	8,864,000
Egegik (23)	1,391,000
Ugashik (23)	863,000
TOTAL	12,626,000

● Basically, the heavy—and perhaps excessive—escapement can be attributed to the fact that the maximum cannery effort which could be mounted even under emergency measures was not capable of packing all the fish which could be caught.

Thus boat limits were necessary, and the operators called for closure at least once because of exhaustion of their crews, when the ADF wanted fishing to continue in order to control the escapement.

Credit Where Credit Is Due

● Before dealing further with the development of the remarkable Bristol Bay season of 1960, it is only fair to call the roll of those who bore the heavy responsibility of administration, and who in the discharge of their duties drew from all who saw their work a unanimous *"WELL DONE."*

Clarence L. Anderson, director, Alaska Department of Fisheries and Game, still recovering from illness, could not be present on Bristol Bay, but conferred full authority for action upon his staff chiefs, who included:

Clarence Pautzke, assistant director, who remained in the Bristol Bay area throughout the critical period, titular head of the management team;

Walter Kirkness, chief, commercial fihseries administration; and

C. H. Meacham, regional management supervisor in charge of Bristol Bay, Prince William Sound, Cook Inlet and the Arctic areas. They with

ADF Top Management on Bristol Bay consults with industry. Clarence Pautzke, ADF assistant director, left, and Walter Kirkness, chief supervisor, commercial fisheries, discussing Bristol Bay problems with August Mardesich, freezership fleet operator and Washington state senator.

Mr. Pautzke made up the staff triumvirate.

Dean Paddock, Bristol Bay management biologist, made his recommendations direct to them, and toiled tirelessly to sift the significant information developed by the run throughout his enormous district from Ugashik to Igiugig to Togiak.

Wilbur Church, his assistant management biologist; and

Richard Morgan, his assistant in charge of the field crews of 30 men who gathered the information, played vital parts in the success of the management team.

● Much of the abundant credit given the ADF came from its willingness to regulate with an understanding of industry problems; and its willingness to consult with industry as a way to understanding.

For example: fishing periods normally were opened three hours before high water, thus making it possible for setnetters to get their gear to fishing.

ADF management doctrine was based on certain specific concepts of conservation, and was subject to change almost instantly when conservation needs had been met.

For example: the gear-time table was not applied until June 27, which encouraged catching of the early segment of the run. Thus before restriction came into effect Egegik had taken 125,000 fish before the gear-time table became effective; Nushagak had 240,000; Naknek-Kvichak had 86,000; and Ugashik had 35,000.

Premium was placed on escapement from the peak of the run; and once this had been assured restrictions were eased to permit larger harvest. Thus when July 1 fishing on the Naknek-Kvichak took 1,058,000 fish in 15 hours the gear-time table was suspended, encouraging boats to shift from other districts, notably the Nushagak, where the early escapement had been light. A few days later, and the 48-hour waiting period for shifting between districts was revoked, principally to encourage boats to move from the Nushagak, where mid-run escapement was needed.

● Again, ADF kept itself in a position to move promptly, once the Reds gave clear indication of a trend in their migration. There was no temporizing, and action followed immediately upon conclusive evidence of need.

For example: When test-fishing in the Kvichak above the commercial fishery showed consistent escapement of substantial numbers of salmon, ADF extended fishing time or area, confident of latent escapement, and without the necessity of waiting until the escaping salmon were counted into Lake Illiamna some days later. ADF management biologists were highly enthusiastic over this test-fishing as a tool for management, and were anxious to point out that it had been based upon methods developed by Loyd A. Royal, director of the International Pacific Salmon Fisheries Commission.

● Old concepts were abandoned, sometimes to a startling degree, by the State's ADF.

For example: when it was determined that escapement to the Kvichak would exceed the provisional target considered optimum, ADF opened fishing in the Kvichak to points where nets had not been permitted for 60 years. First the upper deadline was moved to a point above the Alagnak (Branch) River, actually permitting fishing in that stream; and then was shifted still further upstream to Levelock Creek, believed to be the uppermost limit to which fishing had ever been pursued on the Kvichak. Thus, with more-than-wanted escapement in the river, the industry was encouraged to harvest the surplus.

Success is Sweet to these two ADF men, Dean Paddock, left, and C. H. Meacham, respectively, Bristol Bay management biologist and Western Alaska fisheries supervisor. Industry was unanimous in according their work a warm "Well Done."

"Chinese Brail" method comes to Bristol Bay. Here is a long tube of heavy netting, secured to a cable at the centerline of the power scow. At its upper end, unseen here, is a large hoop, which is lowered into the fishing boat. The fish are counted into the brail, which then is hoisted by the tender's boom tackle, as shown here, forcing the fish to slide down the tube to the bins on the power scow's deck.

BRISTOL BAY RED SALMON ESCAPEMENT BY STREAMS

(Preliminary data in numbers of fish, all reports through July 23.)

Tributary	Red Salmon
Togiak	72,000
Snake	17,000
Igushik	416,000
Wood	1,011,000
Nuyakuk	158,000
Kvichak	14,552,000
Branch	1,247,000
Naknek	805,000
Egegik	1,688,000
Ugashik	2,245,000
TOTAL	22,211,000

(Be it admitted here that the industry would have preferred to have had the lower deadline modified in the "No-Man's Land" sector, a relaxation which it contended would have produced a larger harvest of the surplus than that secured by raising the upper deadlines on the Kvichak and Egegik.)

● ADF did not move blindly in determining the adequacy of escapement. Prior to opening of the season the department's staff had established tentative targets for 1960 escapement. These were not publicized until they were attained, and it was strongly emphasized that they had been adopted for 1960 only, and would be reviewed each year in the light of accumulating knowledge.

● Enforcement was not forgotten in spite of the big run and the actual desire of the department for the industry to take more fish. While it was extending deadlines generously, ADF was vigorously patroling the new fishing limits, as well as those which remained unchanged.

Arrests were numerous, and closely matched by convictions. The old theory that you couldn't convict an Alaskan fishery violator in an Alaska court was shot full of holes on Bristol Bay in 1960.

Fisheries Research Institute's Forecast Extremely Accurate

● Courageous forecast of the University of Washington's Fisheries Research Institute, which predicted a Bristol Bay run of Reds "in excess of 30 million," was abundantly sustained The year added a brilliant success to the FRI's general record of accurate forecasts.

Dr. William F. Royce, FRI director, who last October expressed the Institute's conviction, and re-affirmed it strongly at the Salmon Research Conference in Seattle in mid-spring, stayed at King Salmon only until certain of the accuracy of the forecast, and then modestly took himself far to Westward to participate in the high seas tagging of immature salmon after those maturing in 1960 had left the area of intermingling and headed for their spawning streams.

FRI project leaders on Bristol Bay during the days when their forecast was confirmed included Allan C. Hartt, chief of the high seas tagging

More Than Words Can Tell, this unposed picture expresses the pressure of salmon cannery operation at the peak of the Bristol Bay Red run. **Warner Leonardo,** superintendent of the Columbia River Packers Association cannery, takes a shift at the sliming table.

BIGGEST CATCH YET!

The biggest catch in Bumble Bee's history went to market this year. And the demand for this famous pack is still increasing—making Bumble Bee the fastest-growing brand in the industry! The reason for it all: Bumble Bee aggressively promotes and consistently delivers the very finest seafood ever processed. Thus, Bumble Bee secures the future of its employees and guarantees its fishermen an ever-expanding market for their catch!

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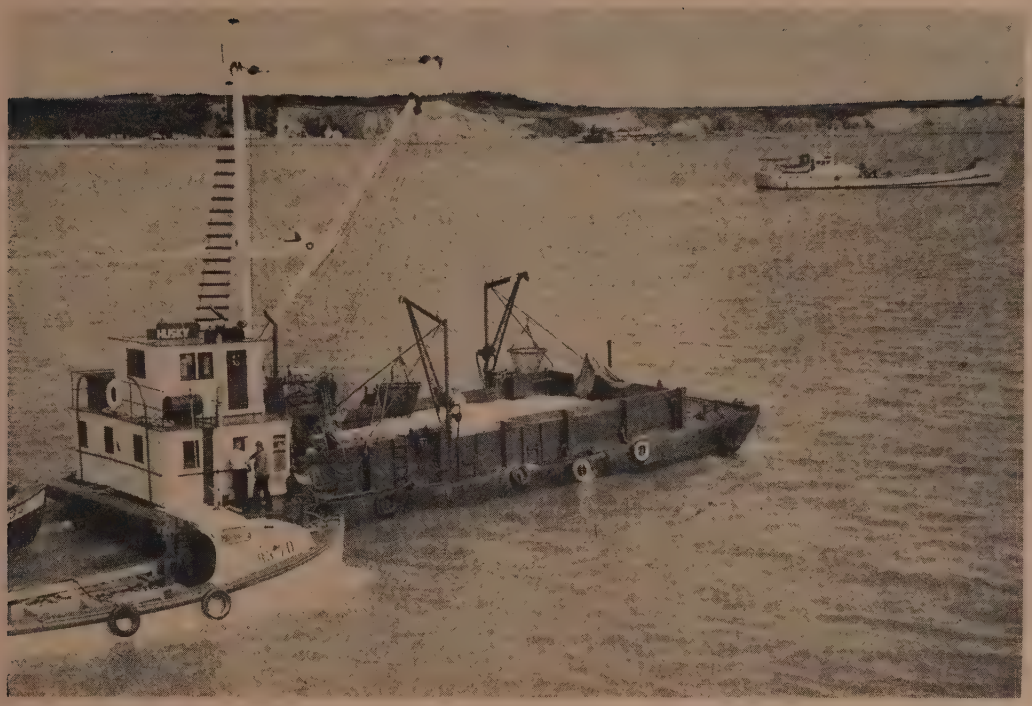


Ice on the Naknek—Use of ice and seawater chilling on tenders and in canneries characterized the protection granted salmon on Bristol Bay this season during the big run. Note the two hydraulic hoists which reduce the fishermen's toil and save both time and muscle for fishing. In the right background, the big seawater chilled tender **Tolstoi,** which loaded a cargo of salmon on the Naknek for transport to Kenai Packers at Kenai, Alaska.

project; Dr. R. L. Burgner, assistant director; Dr. Ted S. Y. Koo, in charge of the operations at Aleknagik; and Orra E. Kerns, biologist in charge of the enumeration station at Igiugig, where the phenomenal escapement of 1960 was counted into Lake Iliamna.

Fishing Extremely Heavy

● Fishing during the peak of the Bristol Bay run was extremely heavy, surpassing any remembered since 1938, and putting the relatively limited number of active boats and canning lines to a severe test.

In the great burst of fish which hit during the 15-hour open period June 30 and July 1, some boats took 6,000 fish at a single tide. The fish came too fast in that period for boat limits to be applied.

Later it became common for the canneries to post a limit of 2,500 fish per boat per period, but usually with the provision that the limit might be increased when the period was half over. This encouraged the boats to deliver their catch early, in order to be ready for an extension.

Many boats caught their limits in a single drift. Men fished only one shackle at a time, lest the full net sink under the weight of fish and be lost.

Boat loads approached 5,000 fish. There is authentic record that Bryant Super Highliners, the new model which accounted for a substantial part of the fleet's 1960 increment, delivered 4,300 fish—"and could have carried a few hundred more."

Granted that the 1960 Bristol Bay Reds were small, which accounted in part for such high numerical deliveries, 4,300 salmon are a lot of fish.

"Not in 40 years has there been so many fish in the Naknek-Kvichak area," said one man who had been there in person each year for longer than that. The date was July 5.

Gear Losses Enormous

● Loss of fishing gear, principally nets, was staggering.

One gillnetter boasted before July 15 that he was on his seventh net.

Setnet buoys on occasion were hung with drift nets which had been cut away when they had fouled. One young woman saved half a gillnet abandoned on her buoy — with 700 fish in it, worth 94¢ each.

Some setnets loaded with fish were never "picked"; and often the setnet operators became so exhausted that they did not put out their nets, when to do so for a single tide would produce $1,000.

Stocks of nets were badly depleted before the middle of July, as so were batteries. One company, which had 160 new batteries among its boat supplies when the season opened with all boats running, was cleaned out before mid-month.

FTC Takes a Look

● There were some things to think about beside fishing.

For instance, Walter Harris of the Seattle office of the Federal Trade Commission was on Bristol Bay in July, asking questions.

One of the local fishermen's organizations made no secret of the fact that it had complained to the FTC of practices which it believed fell within the commission's jurisdiction.

Other Nations Are Interested

● As has been the case for a number of years, the Japanese government had an official observer on Bristol Bay during the season. He was Kunio Yonezawa of the Japan Fisheries Agency.

After observing the Bristol Bay run during the peak of the season, he visited fishing centers on the Alaska Peninsula; and then went on to other areas, Southeast Alaska, British Columbia, the Fraser River and Puget Sound.

Interested Canadian packers who watched the peak of the run included: R. Nelson, president of Nelson Bros. Fisheries, Ltd.; Kenneth Fraser, vice president, British Columbia Packers, Ltd.; and Roger T. Hager, president, The Canadian Fishing Co.

How Heavily Did Japan Fish Bristol Bay Run?

● How heavily did the Japanese high seas operations fish the Bristol Bay Red run this year?

That was a question often heard on the Bay during the run, and particularly before the Fisheries Research Institute's forecast of "over 30 million" was confirmed.

The question cannot yet be answered categorically. Perhaps it never can be.

It will be recalled that when Dr. William F. Royce of the Fisheries Research Institute first enunciated the FRI forecast in *Pacific Fisherman* for December, 1959, he said:

"If the Japanese catch is small, a run of more than 30,000,000 *Red salmon should be expected in Bristol Bay next year."*

● How small was the Japanese catch of Bristol Bay Reds?

As small as in 1959? In 1958? In each of those years it probably did not greatly exceed 600,000 fish.

Men with good sources of information are inclined to believe that the Bristol Bay Red caught by the Japanese in 1960 probably approached the important figures of 1957. The number of 6 million fish was heard in the discussions.

It is known at least that five Japanese fleet units were fishing north of Adak Island during the sensitive period from June 8 to 17.

Thus it is plain that *a substantial segment of the Japanese fleet was working north of the Aleutians, and eastward to the immediate vicinity of the Abstention Line* during the critical period when the fish are breaking from the area of intermingling and moving toward their native streams.

● In fairness it must be acknowledged that Bristol Bay fishermen this year did not find nearly so many fish which had been marked by small-mesh gillnets as they did in 1956 and 1957.

The careful observer finds no problem here. He points out that the Japanese gillnets with their mesh approximating 4.5" would be highly effective against the small fish which made up the Bristol Bay run this year.

Thus the fish which struck such nets would be *caught*, rather than merely net-marked on the high seas.

However, regardless of how large the Japanese catch north of the Aleutians and near the Abstention Line may have been, it was not sufficiently great to upset the FRI forecast.

W.R. Hourston to Direct Canada's West Fisheries

● W. R. Hourston, 38, has been appointed Pacific Area director, Canadian Department of Fisheries, to succeed A. J. Whitmore following the latter's retirement in mid-August.

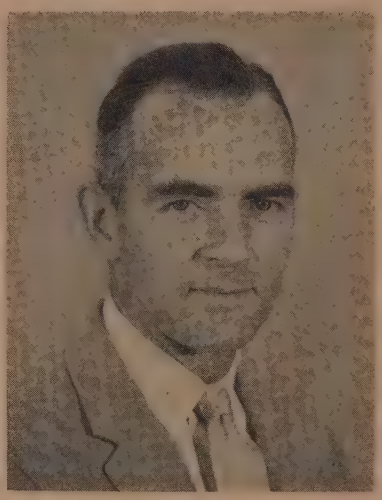
A British Columbian by birth, Mr. Hourston has been closely associated with fisheries operations on the Pacific coast since graduation from the University of British Columbia, where he studied biology.

He first worked on Skeena River salmon investigations for the Nanaimo biological station of the Fisheries Research Board of Canada, the scientific arm of the department, with which he had become associated while at the university, where he received his B.A. and M.A. degrees.

In 1949 Mr. Hourston joined the fisheries department's fish culture development branch as biologist in the Vancouver office, being subsequently promoted to chief biologist, Pacific area, a position he held until his appointment in 1958 as chief of the fish culture development branch at Ottawa.

During World War II Mr. Hourston served with the Royal Canadian Air Force as flying officer.

In his new capacity he will be responsible for administration of fisheries throughout the Pacific area of Canada. His task will be a formidable one because the fisheries department controls practically every aspect of fishing in British Columbia apart from licensing of shore plants and some sport fishing regulations. He will be top man in an organization charged with the responsibility of formulating and enforcing fisheries regulations from Alaska to Puget Sound, with a small army of officials and a fleet of patrol vessels under his command.



W. R. Hourston, who succeeds A. J. Whitmore this month as Pacific Area Director of the Canadian Department of Fisheries in Vancouver, B.C.

He will also represent the department on various boards and commissions dealing with conservation and administration problems, although his predecessor, Mr. Whitmore, because of his long experience and wide knowledge of the salmon fishery's complications, has agreed to continue as a member of the International Pacific Salmon Fisheries Commission.

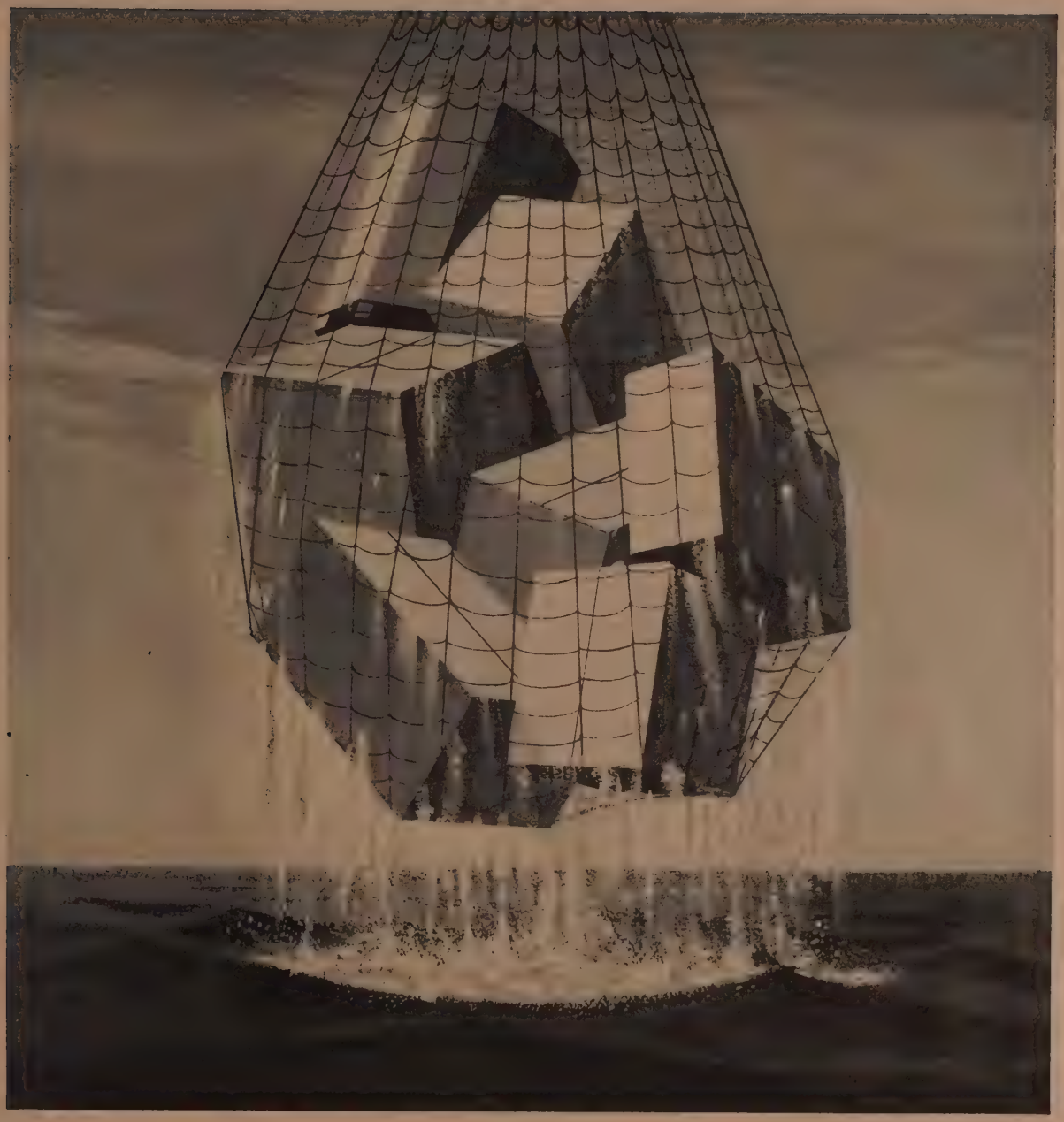
Selection of Mr. Hourston for his new office was determined by a nation-wide promotional competition approved by the Civil Service Commission.

Eskimo Crews Assembled In Cannery Emergency

● While most of the Bristol Bay operations were prepared for expansion in the event that the predicted heavy run should materialize, the actual volume of fish exceeded the capacity alike of the fishing fleet and the expanded packing facilities.

Additional Eskimo crews were sought to man additional lines, and they streamed to the Bay in airplanes from the lower reaches of the Kuskokwim and Yukon and the coastal areas, notably Nelson Island.

With a shift or two for indoctrination, most of the emergency crew members proved well adapted to the work, earnest, cheerful and willing. To them and their willingness to respond to call in emergency must be given a full share of credit for successful handling of the gigantic run.



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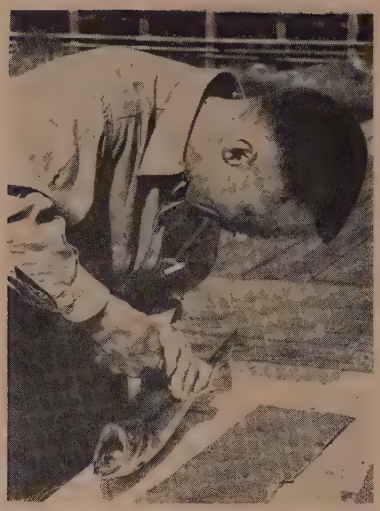

$25 Tag is removed from a frozen Red salmon at New England Fish Co.'s. Pederson Point cannery by Allan C. Hartt, FRI biologist in charge of high seas salmon tagging research.

$25 Tagged Salmon Reward Gets Results

● Tagged Red salmon brought their captors $25 each, provided they were delivered with the tags attached to stations on Bristol Bay this summer.

The high price produced a lot of results—which was what was wanted. Reason was that the Fisheries Research Institute biologists wanted scale samples and close examination of salmon marked on the high seas. Thus they could determine the rate of growth in the fish from the time they were tagged until their capture, whether it was in the same year or the next after tagging.

Actually, it was the high seas tagging operations which gave a clue to the timing of the successive waves of the Bristol Bay run, with numerous recoveries making it possible to predict time and volume of the waves closely.

This summer, apparently for the first time, Japanese tags were recovered in Alaska streams. The first was a "spaghetti" tag fixed to a King salmon captured in the Yukon.

Whaling Firm Buys Sardine Reduction Plant

Del Monte Fishing Co., one of San Francisco Bay's two whaling firms, has purchased the sardine reduction plant, Edible Fish Meal & Oil, from Alex Imlach.

The Edible plant is adjacent to a warehouse of Del Monte Fishing Co., which is located at Point San Pablo, Richmond.

Early Pink Salmon Runs Light, With Small Fish

● Save for Bristol Bay, the Alaska-Canada-Pacific Coast salmon production to the end of July generated little excitement, but produced concern in some circles.

Fishing wasn't really good anywhere, although a few bulges manifest themselves here and there.

Most of them resulted from an outbreak of very small fish, particularly in the case of the Pinks, which were so far below normal size that buying them by the fish was a hazardous occupation.

Late July Pinks on Kodiak Island were reported running in some cases as high as 29 and 30 to the case; and Icy Strait Pinks in Southeast Alaska weren't a whole lot bigger.

Some cannery examiners who looked at the early packing reported the size of the fish in many instances compared closely with that of the Japanese high seas Pinks.

● There was just one ray of hope in this small-size business.

It has often been observed in Pinks —and it was true this year of Bristol Bay Reds as well—that in the case of a large run the size of the individual fish is small.

It's *possible* that the small average of the early Pinks could presage abundance; but again it is quite possible that such tinker Pinks would be unprofitable for the packer, regardless of their numbers. When you make an offer of 45¢ or more for a Pink salmon you're probably thinking of about 18 to the case—and hoping for 16. In short, you had in mind paying from $7.20 to $8.10 for the fish with which to pack a case.

Then when you come into the operating season and find that the fish run 25 per case you're up against a fish cost of $11.25.

What did you say about making ends meet?

● The Alaska Department of Fisheries and Game, which showed itself extremely liberal with fishing time and area on Bristol Bay, wasn't wearing its Santa Claus costume in other areas.

When fish weren't apparent in volume assuring escapement and sound conservation practice, ADF was taking a firm attitude. In short, it put its responsibility for the resource *first*. That's easier to do when fish are abundant than when they are scarce; but it was apparent that the ADF team as it took the field for the first time this year was going after a conservative score gained through fundamentals.

The crowd-pleasing open game could come later in the season, if the fish cooperated.

Red Salmon Make-up 40% Of Japan's Ocean Catch

● Red salmon comprised 40% of the Japanese high seas catch to late July, when 82% of the quota assigned to mothership operations had been taken.

As the mothership catch quota consisted of 44,262 metric tons, it was evident that it would be filled well ahead of closing date.

Species composition of the mothership quota was: Red, 17,168 metric tons; Chum, 23,991 m.t.; Pink, 2,344 m.t.; Silver, 234 m.t.; King, 435 m.t.

● Prices paid by motherships to Japanese high seas gillnetters this season represented an advance of about 20% over 1959, in consideration of the reduced quota available to the boats this year.

Prices by species in yen, with 1959 comparisons in parenthesis are: Red, Y 396 (Y330); Chum, Y166 (Y138); Pink, Y 100 (Y83); Silver and King, Y 271 (Y226).

In addition, the mothership operating companies must pay to each fishing vessel Y 120,000 for this year only as a "token of thankfulness" for the vessel's cooperation in maintaining operations despite the reduction in opportunity. Compensation for vessels which lost employment entirely is being handled separately.

● In contrast with 1959, and partly due to the strict enforcement of observation of boundary lines and fishing methods, Japanese land-based fishing operations this year have yielded poorly: Primary reason beyond doubt is the substantial reduction in area available to these operations under the terms of the Soviet-Japanese fishing treaty for 1960.

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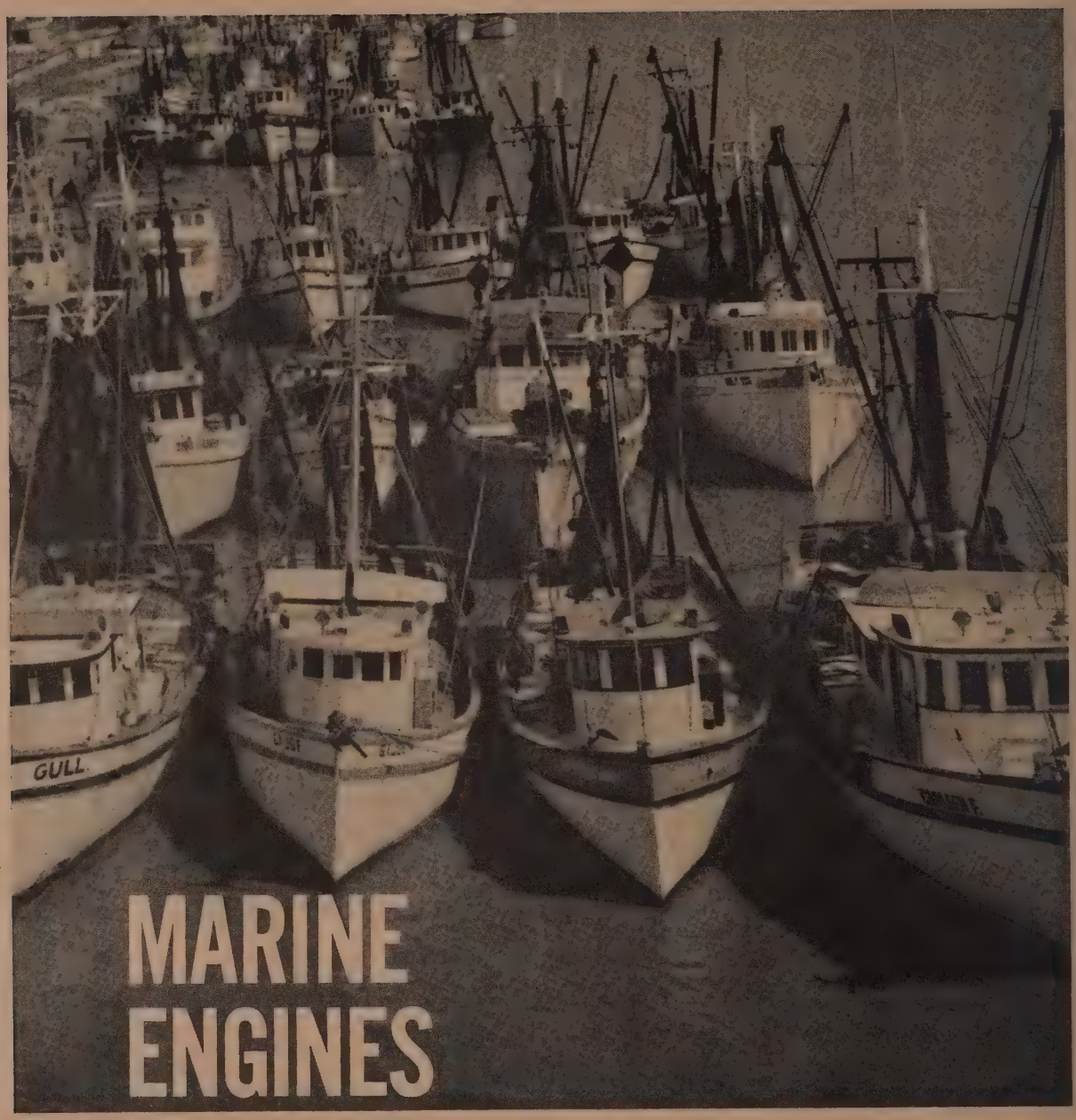

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PACIFIC FISHERMAN'S NEWS

AUGUST 1960

Albacore Price Dispute Delays Domestic Longfin Tuna Fishing

● Pacific Albacore fishing swung into full-scale activity the last week in July when all California canneries swung into line with the $375 offer first made by Van Camp Sea Food Co., and the fishermen accepted the figure despite their disappointment.

It was $50 above the packers' original offer.

The $375 price was matched in the Pacific Northwest July 21 and the boats immediately went to sea.

In Southern California it was understood by all concerned that 48 hours notice would precede any change in the $375 price.

Packers there raised the warning that this price level being paid might curtail the volume which could be handled.

When the season began in July Terminal Island, Calif., canners generally were offering prices in the neighborhood of $325 per ton, which was the closing price for Albacore last year. Some cannery spokesmen saw a precedent in the $325 figure, but the fishermen chose to draw their precedent from the $435 price which was the general going rate at the beginning of the 1959 season.

There were, of course, sound business arguments on each side as well as the matter of precedent. Canners claimed the $325 price was adequate in view of the condition of the world Albacore market and the adequate supplies of imported fish of more uniform size and greater yield than Eastern Pacific fish. The fishermen and boat-owners, on the other hand, said they simply could not afford to operate their vessels, with all the risks involved, for the $325 price.

● A deadlock ensued, and the greater part of the fleet, all along the coast, was tied up. Considerable publicity attended the tie-up, as the boat-owners organized picket lines in front of California cannery receiving docks, and newspaper reporters rushed down for pictures and statements. The fishermen also began retail sales from their boats on Terminal Island and in San Pedro. This was a spectacular move, but it resulted, as it has before, in more publicity than actual sales of fish.

From the boat-owners' viewpoint, the tie-up led to a determined and energetic effort to bring all boat owners into the co-operative associations, the organizers pointing out most emphatically that by presenting a united front to the canners, negotiations could be more effectively carried on than by a divided group. Boat-owner-spokesmen claimed that participation in the organizations had climbed to 90% or over.

● Cannery spokesmen, in announcing the offer of $375 per ton, said even that price was high, and that only limited quantities of local Albacore would probably be purchased at such a figure. The fishermen, for their part, had asked for a minimum of $405 per ton.

Whatever the price, there seemed to be plenty of fish around waiting to be caught. At press time, estimates of the tonnage of fish in the holds of tied-up vessels in Los Angeles ran from 500 tons to 1600 tons.

Although the waterfront was a lively place during the tie-up, with lady as well as gentlemen pickets patrolling the unloading docks, there was only one notable incident of anything like violence. One Albacore fisherman, apparently a firm believer in individual action, decided to crash the picket lines and unload his holds, tie-up or no tie-up. He tried to pull up to the dock, but was persuaded not to unload. The persuasion was by fairly peaceful means, and the fisherman was not thrown overboard, but ultimately he backed away from the dock and tied up with his colleagues.

Fishing Continues Good

● Despite the tie-up of the Albacore fleet, domestic Albacore landings for the period from January 1 to July 9, as reported by the Market News Service of the Bureau of Commercial Fisheries, were just about an even 400% over last year at the same time—418 tons for 1960 and 104 tons

Bright Lights Attract But Don't Catch Fish

Fish are apparently like anybody else—they like the bright lights, according to the California Department of Fish and Game, which recently carried out some light tests from its research boat *Alaska* in waters around San Pedro, Palos Verdes Point and Catalina Island, Calif.

The scientists aboard the *Alaska* tried out the effects of underwater and over-water lights, of blue, amber, red and clear lights. The blue light attracted sardines, Pacific mackerel and Jack mackerel. But when the white light came on, the sardines went for it stronger than ever, the mackerel liked it just as well, and it also attracted anchovies and bonito.

When the red light, darkest of the colors, was turned on, the sardines lost interest and beat it, presumably headed for Avalon where they really have bright lights.

The scientists reported that although the lights attracted fish, they did not change the fish's behavior in any way that would make them easier to catch.

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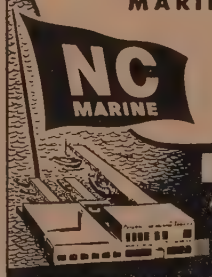

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PACIFIC FISHERMAN'S NEWS

AUGUST 1960 Volume 58 Number 9

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for 1959.

This would indicate that if and when the tie-up is ended Albacore fishermen should do well for the rest of the season, although predicting what Albacore will do is a good deal riskier than predicting the weather.

● Total receipts of US-caught tuna for the year up to July 9 were also up this year over last, 76,991 to 75,252 tons, as reported by the Market News Service.

In view of the fact that a considerable number of the biggest vessels in the tuna fleet are tied up in shipyards under conversion from clippers to seiners, this increase in landings is a notable record. Fishing methods and equipment are in a fast-rising curve of improvement. Trips are shorter, catches are bigger and better, and the US tuna fleet seems to be quickly recovering its competitive position in the world tuna fishery, a position which it seemed to have lost forever at this time last year.

Increase in Yellowfin

● It can be said that catches are better as well as bigger, because of the notable increase in the proportion of Yellowfin in 1960 catches over what it was last year.

In 1960 to July 9 total California landings of Skipjack and Yellowfin combined were 75,272 tons, while the corresponding figure for 1959 was 71,675. But in the 1959 catch, Yellowfin accounted for only 38,621 tons of the total, while Skipjack contributed 33,004 tons. This year, out of the combined 75,272-ton total, no less than 62,342 consists of Yellowfin.

Figuring the percentages, we find that in 1959 the Yellowfin percentages of the catch up to July 9 was 53.9%, while in 1960 it is 82.8%. The coming months will no doubt see an increase in the proportion of Skipjack in tuna catches, as usual in the yearly cycle, but the balance for the year is almost certain to be high in Yellowfin.

Taking a long-range view, one point comes to mind: According to tuna scientists, there is a definite ceiling on the Eastern Pacific stocks of Yellowfin, whereas most agree that the supply of Skipjack hasn't been touched.

Fish Boat Subsidy Rules Near Completion

U. S. Bureau of Commercial Fisheries has almost completed the rules and regulations necessary to the implementation of the construction differential subsidy program for fishing vessels.

It is expected that the notice of proposed rule making for the new law will be published in the *Federal Register* in the near future.

The Bureau of the Budget has recommended an appropriation of $1 million to finance the first year's operation of the subsidy program. The Budget Bureau's recommendation was forwarded to the Senate Finance Committee, but action on this and other supplemental appropriations was postponed until Congress reconvenes in August.

Trawlermen Endangered In Freighter Collision

Four San Francisco fishermen almost lost their lives when their trawler the *Martiri* was struck by the Japanese freighter *Nevada Maru* 14 miles southwest of the Golden Gate last month.

Both vessels were headed west. *Nevada Maru* came steaming astern the *Martiri*. "She must have been doing 20 knots," said Skipper Mike Sciancalepore. "At the last minute she blew her whistle and tried to turn away."

The freighter loomed over the *Martiri*, and then her stern swung into the starboard bow of the fish boat. The blow lifted the deck and the deckhouse some six inches from the hull and also cracked a number of frames in the 60' *Martiri*. The *Nevada Maru* on her way to the East Coast stood by until a 95' Coast Guard cutter arrived to escort the damaged *Martiri* into port. She was later drydocked at Anderson & Cristofani.

None of the crewmen were injured although Sam DeGennaro, asleep when the freighter struck, was thrown out of his bunk. The other crewmen were the skipper's brother, Sam Sciancalepore, and Elvio Recchione.

"Fish Chaser" Is New Aid In Tuna Seining

One of the new developments coming out of the startling rise in tuna seining is the "fish chaser," a utility boat employed to drive tuna into the net while a set is being made.

As developed by Frank Gargas, skipper of the high-line seiner *Santa Helena*, the "fish chaser" is a fast V-bottom utility boat powered with a Ford Osco 6-cyl. diesel engine which delivers 100 hp. at 2,400 rpm. Turning a 14-16 Federal propeller, the skiff is expected to make up to 25 or maybe 27 mph. Mr. Gargas expects her to be a very handy utility boat for a number of purposes, for instance holding the boat against the sea in rough weather when the big skiff is busy with other tasks. The transmission system includes a Paragon hydraulic reverse gear and a Walters V-drive.

San Francisco Salmon Run Low, Price High

The salmon season was slow around San Francisco the middle of last month, although dealers had raised the price to fishermen, voluntarily, 8¢ per lb. for large, and 1¢ per lb. for medium and small.

The price is now 60¢ per lb. for large salmon, cleaned, heads on, and 45¢ per lb. for medium and small salmon.

Fishermen say the fish haven't been schooling up, and thus fishing has been spotty.

As a result of poor catches very little mild cure salmon has been packed in the San Francisco area.

Pair Saved from Sea

Ray Nowlin, skipper, and Russell Juola, boat puller of the crab boat *Whistler*, both of Port Orford, Ore., had a narrow squeak when their boat capsized 300 yds. offshore.

Neither man was able to explain the accident but it was believed the craft caught a beam sea near the breakers.

Mr. and Mrs. James Richter, Staton, Wash., walking along the beach spotted the disaster and the struggling men and notified the sheriff's office at Gold Beach. The Coast Guard, state police, and citizen volunteers rushed to the scene. Dennis Graves, Gold Beach and a companion tied lines around their waists, walked into the heavy surf, and managed to bring the exhausted and beaten pair to shore. The boat was salvaged.

ADF Salmon Management Record, Bristol Bay, Alaska, 1960

● Progression of the 1960 Bristol Bay Red salmon run through its development, and the administrative steps by which the Alaska Department of Fisheries and Game administered the resource, are an interesting study of the climactic hour of a great natural resource and the intelligent means by which it was safeguarded while being fully utilized.

Guiding the ADF management team were fundamental principles of biological conservation and resource management:

1. Adequate escapement must be secured.

2. It should be drawn from the fish composing the productive peak of the run.

3. Surplus above such provisions for the future should be harvested for the economic benefit of Man, and the health and productivity of the salmon cycle.

● Here are some of the significant aspects and significant steps taken in protecting the future, while seeking full harvest:

Coming up to the period of the Red run on Bristol Bay last June, the gear registered for operation in the area was approximately twice the amount which under the Alaska regulations would permit two days of fishing a week.

Before the gear-time table for regulation of fishing time in accord with fishing effort went into effect June 27, Egegik had taken 125,000 Reds, Nushagak 240,000, Naknek-Kvichak 86,000; and Ugashik 35,000.

Then on Monday, June 27, the gear-time table went into effect.

● In the first 24-hour period—which would be the *only* period of the week if fish were not present in substantial volume—Egegik got 63,700 fish; Ugashik, 38,100; Nushagak, 70,000; Naknek-Kvichak, 464,000. Obviously, fish were to be had. But there was one sour note: the setnets got nothing. The fish were well off-shore.

Wilbur Church, ADF assistant management biologist for Bristol Bay, was **Dean Paddock's** right hand in the Nushagak-Igushik-Togiak areas.

The next two days were closed, but they gave evidence of fish. Relying on these signs, and needing a general test for the presence of fish, ADF opened fishing for 15 hours June 30, running into July 1, and with the opening three hours before high water to give the setnetters a break.

The result was a staggering demonstration of abundance. Catch on the Naknek-Kvichak was 1,058,000; Nushagak, 323,000; Egegik, 236,000; Ugashik, 66,000.

● No escapement yet, of course; but with a million fish caught on the Naknek-Kvichak in 15 hours, ADF ditched the gear-time table for that area, and granted a 24-hour fishing period starting at 5 Saturday morning, July 2. The other districts continued under the G-T table, and were closed.

ADF announced that while the G-T table was suspended the fishery would be regulated through field announcement on a day-to-day basis.

At about this time the test-fishing technique borrowed from the International Salmon Commission's staff began to pay off. Fishing the early floods at the upper limit of the commercial fishery, it demonstrated a large volume of escapement days before the fish would become visible above the head of tidewater. This gave the management team confidence in the adequacy of the unseen escapement.

Naknek-Kvichak yielded 580,000 fish. The first steep peak of the season had passed, and there were some doubters, who were soon to be silenced. With evidence of a good run to the Igushik segment of the Nusha-

The Prophet and Friends—Dr. William F. Royce, Fisheries Research Institute director, who forecast the great Bristol Bay run of 1960, is at the left in this picture taken at King Salmon, Alaska. In the middle, quick to "put the arm" on the successful seer, is DeWitt Gilbert, editor of **Pacific Fisherman.** On the right, Malcolm MacNaughton, president of Castle & Cook, Ltd., Honolulu, and a director of the Columbia River Packers Association.

Works long shifts at slow speeds—Yet no sign of engine deposits after 15,800 hours

MV Two Brothers works long, hard hours at slow, engine-punishing speeds, dragging for fish out of New Bedford, Mass. This 50 ft. fishing boat is powered by a Caterpillar D-13000 engine using RPM DELO Oil exclusively since new. Yet, after 13 years of severe service engine parts remain clean, show surprisingly little wear.

At last major overhaul after 15,800 hours there was no carbon buildup, no sludge or deposits of any kind. Pistons showed no varnish or scuffing, oil ring slots were clean, rings free and clear.

Captain Maurice Clattenburg reports "We are thoroughly satisfied with the performance of RPM DELO Oil. We've gotten outstanding service, and our maintenance records prove it."

RPM DELO OIL reduces wear and prolongs engine life, protects vital parts whether engine is running or idle. Special detergent keeps parts clean, while anti-oxidant fights lacquer and gum formation problems. Other additives cut bearing corrosion and crankcase foaming.

Why not try RPM DELO Oil? Chances are it can cut your costs, lengthen equipment life. Just call your local representative, or write any company listed below:

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THE CALIFORNIA OIL COMPANY, Perth Amboy, New Jersey • **THE CALIFORNIA COMPANY,** Denver, Colorado

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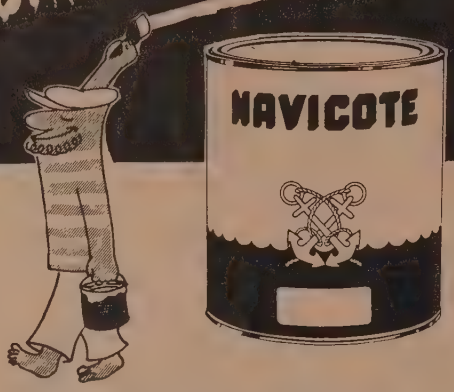

There's no WHITER white anywhere than NAVICOTE One Coat White.

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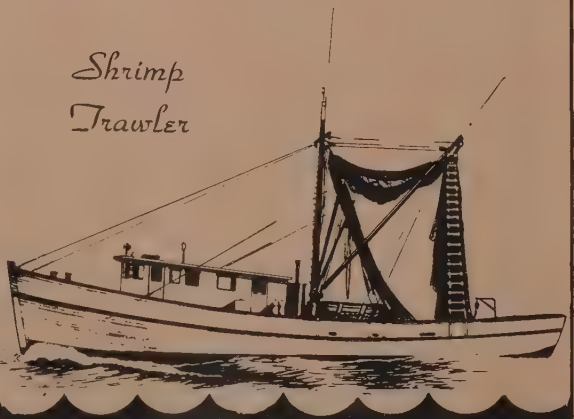
Next time, why don't you Specify NAVICOTE One Coat White too?

Shrimp Trawler



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Pacific Telephone

gak, it was opened for 15 hours, producing 90,000 fish, including some Chums; but mostly Reds of a much larger size than those on the south side of the Bay. They averaged 12.5 to the case; against 14.75 at Naknek.

● Fourth of July was a day for celebration. Fishing started early that Monday, for 24 hours. Tally at the canneries: Naknek-Kvichak, 1,275,000; Nushagak, 320,000; Egegik, 195,000; Ugashik, 137,000. Test fishing showed heavy escapement.

The industry was asking for closure to give the cannery crews some sleep. On July 5 there was a closure for 14 hours, followed on the Naknek-Kvichak by a 24-hour opening that yielded the district 1,500,000 fish. Nushagak, shy on escapement, was closed.

There was a 13-hour closure July 6, followed by 24 hours open to fishing, 24 hours which yielded another 1,200,000 to the fishermen in the Naknek-Kvichak district; and 195,000 on the Egegik. The 48-hour waiting period for transfer between districts was cancelled to encourage shifts from the Nushagak.

By this time the escapement was obvious. Through July 7 the actual cumulative count past the towers at Igiugig was above 2,000,000, and the Kvichak was full of fish for 65 miles.

The industry was at capacity.

Ugashik was put on a basis of continuous fishing when 33 units — only two of them non-resident—took 260,000 fish July 7 to 9.

But by July 9 the Naknek-Kvichak was down to 500,000 fish in 24 hours. The great peak was past, although another and much lower one was to come July 15.

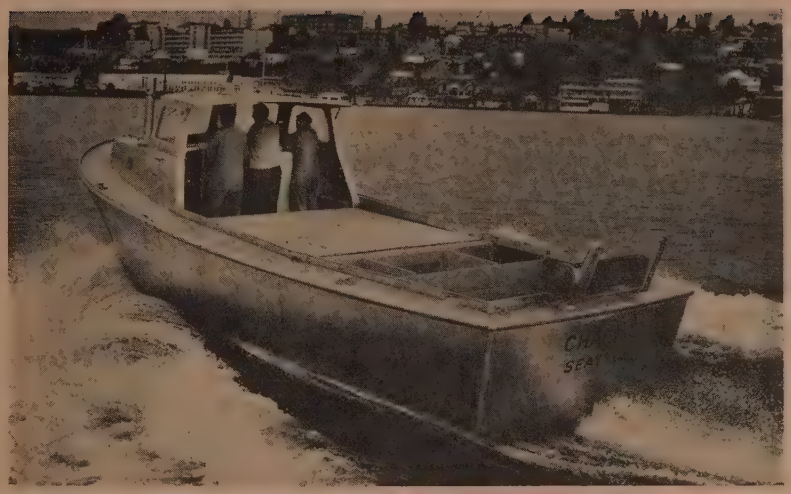
Nushagak escapement, which had given some uneasiness, started in earnest July 7, and for two days surged past the towers while the fishery remained closed. Here was the catch for the period ending July 9: Naknek-Kvichak, 500,000; Ugashik, 130,000; Nushagak, 160,000; Egegik, 175,000.

With the Naknek-Kvichak escapement demonstrated, the district was opened for a 48-hour period through July 10-12.

● Let Dean Paddock, ADF management biologist for Bristol Bay take it from here:

"On Monday, July 11, all the cards fell into place. We no longer had any doubts. The fish poured past the towers in all rivers. Escapement was proven everywhere.

"So ADF opened all four districts to continuous fishing to permit the industry to take all it could catch of the surplus above the large escapement already safely above the fishery."



Charlie, an aluminum gillnetter designed and rigged for salmon fishing in Bristol Bay, exceeded 16 knots en route to the berth of a floating cannery at Seattle, prior to shipment north. The boat, owned by Kayak Packing Company, was built by Marine Construction and Design Company, Seattle. Kaiser Aluminum alloy 5086 was used throughout for its superior resistance to marine corrosion. The boat fished at Naknek in 1960.

● That covers the main episodes of the drama of biology and resource management; but there were others of lesser note.

To encourage further fishing, ADF raised the upper limits on the Kvichak to Levelock Creek; and on the Egegik to the counting towers themselves.

Even then, and with continuous fishing, Reds were going through the fishery, for the test boats were still catching them above the deadline, and up to July 14 a million fish a day were still entering Iliamna.

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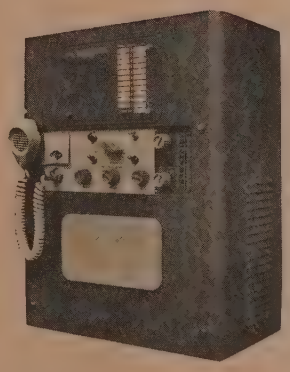

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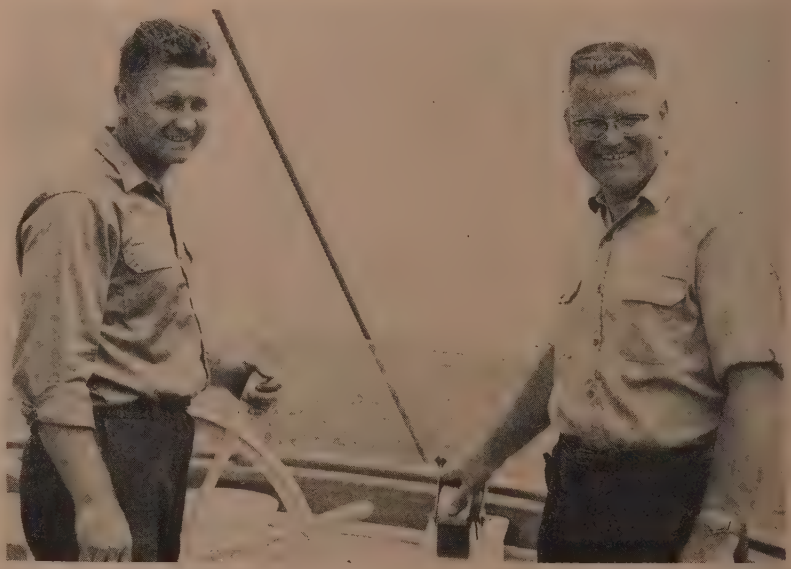
MYSTERY MAID — Something Sweet in Seiners

● It's heads . . . You win," said Boatbuilder Dick Hansen to his brother Don. They were flipping a coin after completing the newest ship in their long *Maid* series, to see who would take the vessel fishing. Don Hansen won the toss and took the new 54' *Mystery Maid* to her first fishing season on Puget Sound.

The newest craft follows the substantial lines in a series now of about a dozen various *Maid* fishing vessels and some 70 boats in all built by the yard, many of which have been operated one or more seasons by the Hansen family, who know their fishing as well as their shipbuilding.

Mystery Maid measures 54' by 16', drawing 6½', and on her keel she's well within the technical limitations for Alaska fishing next year. She carries a 7-man purse seining crew with six berths in foc'sle and two more in stateroom portside by the wheelhouse. Her fish capacity is 12,000 Sockeyes or equivalent.

In trials July 11 on Lake Washington, almost fully outfitted for fishing, *Mystery Maid* did 9.7 knots average over the measured mile. Her propulsion is an Allis-Chalmers 6-cylinder marine diesel Model 21,000, rated 230 hp. at 1800 rpm. Pacific Fishing & Trading Co., Seattle, supplied the engine with a Twin-Disc MG 512 hydraulic reverse-reduction gear, 4.15:1 ratio, turning a Coolidge 3-blade bronze propeller 50" diameter by 39" pitch.



DON and DICK HANSEN, Seattle fish boat builders who fish boats as well as build them. Don, on the left, commands their latest **Maid** vessel, **Mystery Maid**, in her first salmon season on Puget Sound.

MACHINERY ON MYSTERY MAID—The 230-hp. Allis-Chalmers diesel which drives the new Hansen seiner appears on the left. Then the Twin-Disc 4.15:1 reduction gear; and on the right the Lister-Blackstone auxiliary diesel which powered the 2-kw. generator.

Electrical system, 32-volt DC throughout, is powered by a Delco-Remy alternator, belt-driven from the main engine and with a 2-kw. Lister-Blackstone auxiliary diesel. Navigating equipment includes a Bendix radio-telephone and Ross Fisherman depth indicator. Mathers single-lever controls for engine and clutch operate from wheelhouse and flying bridge stations. Interior of the *Mystery Maid* is finished with attractive blue tones of Panelyte wall material and other refinements for crew comfort, including the Olympic galley range. On the deck are a specially designed Kolstrand purse winch and a Rowe anchor winch, and the net is handled with a Marco power block.

Dick Hansen may have lost the toss for the *Mystery Maid*, but he will skipper another capable vessel, the recently repowered *New Era*. Meanwhile the yard is building a still larger new vessel, an Alaska-limit seiner of 58' overall length, nearly framed-up at this writing.

POWERED BY ALLIS-CHALMERS

Don Hansen, designer and builder, picks an A-C Model 21000 turbocharged Diesel for the "Mystery Maid"

Delivering 230 continuous shaft horsepower at 1800 rpm the Model 21000 turbocharged diesel shows good fuel economy, low maintenance cost and fast pick-up.

A-C ALLIS-CHALMERS

"Mystery Maid", 54' x 16' x 7', turned an easy 10 mph over the measured mile. Good speed and unusual fuel economy mean much to all vessel owners. Come in and talk with our experts on your problems.

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Pacific Fishing & Trading Company

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Emergency Rescue Authority Needed For Bristol Bay

● Accidents on Bristol Bay during the heavy fishing season there pointed-up the need for better emergency rescue service, at least during the fishing season.

Actually, no longer are there any rescue facilities on the Bay. Those formerly maintained have been discontinued.

Not that there are not suitable aircraft available, but local military officers are not permitted to authorize their operation even in emergency.

A case in point:

On Sunday, July 3, a crewman was critically injured when caught in a winch aboard the power scow *Health,* anchored off the Naknek River. It was imperative that he be gotten to the hospital at Dillingham.

A big Air Force helicopter was available on the field at King Salmon, a few miles away, but no one at the base could authorize its use on a rescue mission. The pilot was perfectly willing, and took all emergency gear and supplies aboard the craft in preparation for approval, but he could not take-off without orders. These must come from Anchorage. No one on Bristol Bay could release the helicopter to save a man's life.

Capt. Homer Kyros, master of the freezership **Arctic Maid,** one of the refrigerated tenders active on Bristol Bay this season.

Eventually a call got through to Anchorage and a man was found to issue the order — remember it was Sunday.

The flying banana took-off and got the man to Nushagak in time to save his life; but—

You couldn't escape the feeling that the concentration of men and vessels and danger on Bristol Bay deserved local authority for decision in an emergency.

Gillnetter Is Killed On Bristol Bay

John Fransen, 29, of Astoria, Ore., was burned to death in an explosion aboard the Bristol Bay fishing vessel he was operating with Eric Forsta of Astoria. The accident occurred July 4 near the Queen Fisheries Cannery, Nushagak. The boat was out of sight of the cannery and the accident was revealed only by the column of smoke.

Rescuers succeeded in dragging Forsta, badly injured, from the water, but Fransen was dead when he could be extracted from the boat.

Oyster Growers Meet In Tacoma, Aug. 18-20

Pacific Coast Oyster Growers Association holds its annual meeting in the Hotel Winthrop, Tacoma, August 18 through 20.

SAN PEDRO and SEATTLE SKIPPERS SALUTE

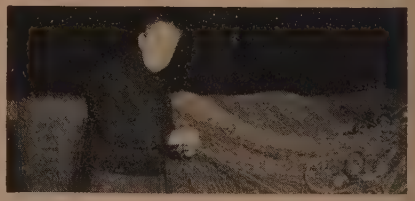
STARR NYLON NETTING

as Tuna and Salmon Catches Increase

TONY MIHOVILOVIC, Captain of 86 ft. Combination Boat *"MURAUDER"* reports: "I've been using A. M. STARR Nylon Nets for the past four years, and you just can't beat them. Last year we made seven trips for tuna, and our total catch was 840 TONS. I particularly like Starr Netting because it has extreme strength with lightness of weight and is so easy to handle. Starr Nets are the most dependable of all and there's only a minimum amount of upkeep."

TERRY TARABOCHIA, Captain of Gillnetter *"BALLERINA"* reports: "My Starr Net was very successful on *Humpies* in 1959. We increased our catch at least 50 per cent over other years when I fished with other nets. You just can't beat STARR NYLON NETTING for fishing."

STARR NETTING . . . STAR PERFORMANCE



Another in a new series of Starr advertisements direct from the fishermen using Starr Nylon Netting.

STARR NETS

A. M. STARR NET CO.
EAST HAMPTON, CONN., U.S.A.

RENOWN retrieves her net from her first set as a purse seiner. Note how the Puretic power block hauls the net to the boom point and then lets it flow effortlessly to the turntable. Of course, there weren't any fish to complicate the test.

SOP (standard operating procedure)

As Revealed in "Renown's" Conversion

● In the conversion of tuna clippers to tuna seiners—which is the biggest thing which has hit the fishing fleet's boat yards on either coast in years—numerous new wrinkles are being tried to (1) save money; (2) speed the work; (3) adapt the vessel most effectively to net fishing; (4) avoid the reduction in carrying capacity which generally results from the elimination of the refrigerated bait tanks on the after deck to provide space for the net, whether a turntable is used or not.

Out of the experimenting have evolved certain standardized procedures for what is coming to be known as a "regular" conversion; which means the simplest method of making the changes in a vessel necessary to fit her for the change in gear.

Smiles Tell Story of the satisfactory performance of **Renown** in her seining tests. Here are Capt. Bob Alcott, left, and Lewis Livesley, managing owner.

● For example, there's the job done on the clipper *Renown*, 122' by 27', a job that you might call a standard conversion job, with few "tricks" or innovations. She was transformed from clipper to seiner by Fellows & Stewart, Terminal Island, and is a typical example of quality workmanship along tried-and-proven lines.

Her managing owner is Lewis Livesley, well known for years as manager of numerous clippers, and as sales representative of White Diesel Engine Co. Her skipper, and also part owner, is Bob Alcott; mast man Bill Horner, and engineer Albert Lewis.

Her net-handling equipment is along conventional lines. The Puretic power-block, vang winches which con-

Albert Lewis, chief engineer on the convert **Renown.** His to keep everything working smoothly.

They call it a "skiff," but when it serves a tuna seiner it has to be a pretty big boat, as evidenced by the two men who provide a scale with which to measure the **Renown's** helper, itself big enough to carry a diesel engine and a small boat of her own.

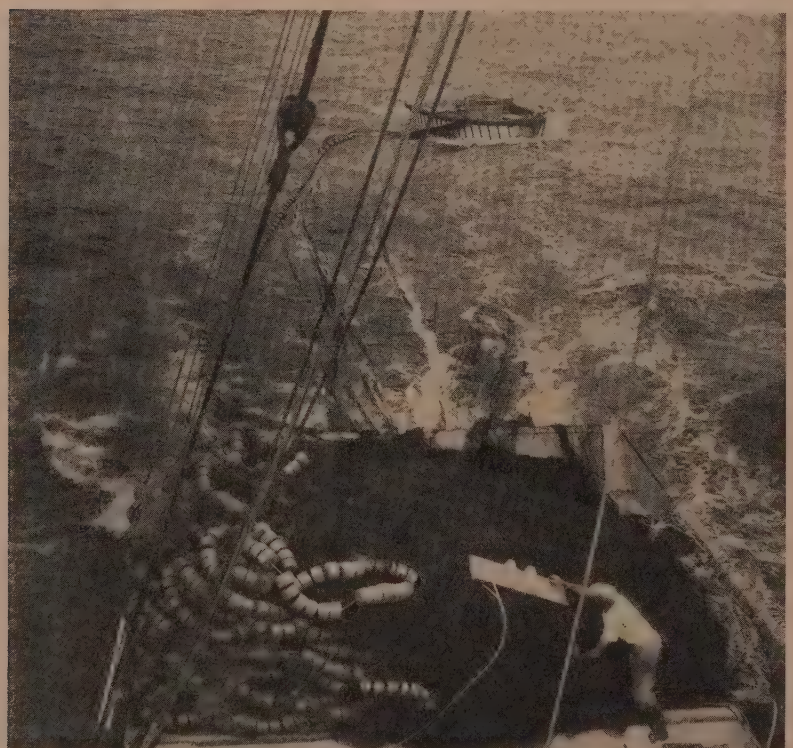
trol the positioning of the boom, and the topping lift all are hydraulic powered; while the net winch itself is mechanically operated, but with hydraulic controls, which are mounted on the winch. Controls for the hydraulic equipment are on the upper deck directly over the net winch controls.

The winch is driven by a GM 471 diesel engine with Twin Disc reduction gear. *Renown* has three GM 371 engines with 60-KW generators for electrical power in addition. Her main propulsion engine is a Superior 650-hp. diesel. Refrigeration is effected by Kohlenberger compressors, three 6-by-6s and one 2-by-2 which supplies refrigeration for the galley and for food storage. On the upper deck she has an extra Campbell Machine, Inc., deck winch which is a standby for occasional use.

● *Renown* will ship a big net — 460 fathoms by 42 fathoms deep, 4½" mesh with 7-in. 60-thread selvage. For easier handling, she has 10" rings. The net has 5-in. 84-thread webbing under the cork line. Purse line is 670 fathoms of ⅝" wire rope with a center piece of 70 fathoms of ¾" cable. Lead chain is 7/16" galvanized steel. All rope, cable, twine, etc., was furnished through Seaside Supply Stores of San Pedro, and the net was purchased through Nuttall-Styris, manufactured by The Linen Thread Co. Her cork line is supported by 6000 Spongex synthetic floats.

In the conversion job she was given a new 60′ all-steel mast. Her skiff is 28′ by 16′ and powered by a 471 GM diesel engine.

She does not lack for adequate navigation aids, with an Allen automatic pilot, Fathometer, Ranger radar, Raytheon two-way radio and an intercom system with loud-speaker stations on the mast, at the net winch, in the wheelhouse and in the galley besides. She was built by Hodgson-Greene Haldeman.



Setting a ton of nylon as the Renown pounds away at full speed to wrap a school of Yellowfin. Today's brand of tuna seining differs from much older fishing by the slamming speed with which the gear is set—and the almost-as-fast pace of its recovery.

Boat Adds 3 Ft.

Now being outfitted at the small boat basin in Eureka, Calif., is the 41′ salmon troller and crab boat *Johnnie Lee,* converted from a former 38′ Navy buoy tender.

The extra three feet were added during redesigning and rebuilding by Fritz Yost, Eureka boatbuilder to the specifications of owner Ernest Sack, Eureka. The boat has an 11′ beam and draws 42". She is powered with a General Motors 6-71 diesel engine. Mr. Sack first started fishing out of Newport, Ore., and came to Eureka in 1947. He has fished with S. E. Albin, Eureka, on the *Porky,* and later with Harry Howard in the *Pisces.*

Hydraulic Sheave Speeds Hauling Crab Pot Warps

● New equipment designed to speed the handling of crab pot warp and also long-line gear is being introduced by Marine Construction & Design Co., Seattle, manufacturers and distributors of the Puretic power block.

The specialized crab warp and long-line hauling equipment consists of an hydraulically-driven block having a bronze V-sheave that can be preset to handle lines from 5/16" to ⅝" in diameter. The block is suspended from a boom that can be hydraulically raised or lowered. Following are some of the advantages claimed for the new Marco unit:

It handles the crab gear faster, with less work, which assures more production per day.

It eliminates line slippage, and does not warp plastic pot warp.

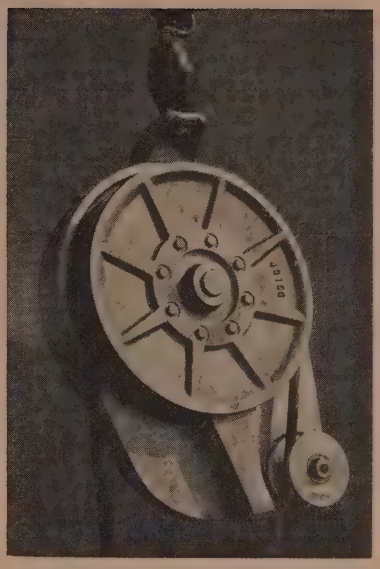
It will lift stuck gear.

It will not break pot warp.

The operation is continuous while the boat is underway. A loaded crab pot with 35 fathoms of warp is handled completely in one minute. By special hydraulic controls, the block is set so that the maximum pulling power will not exceed the parting strength of the pot warp. It is especially useful in rough weather, and when working stuck gear.

During the fishing operation for crab, the boom is swung outboard so that the block clears the side of the hull. The operator then hydraulically lowers the boom so that when the buoy is picked up the pot warp can be placed in the V-sheave. The boom is then hydraulically raised so that when the pot is raised it will clear the bulwarks. The sheave is hydraulically turned and the pot warp goes over the sheave back into the water, not being brought aboard. When the pot clears the water and reaches the maximum height it is pulled inboard, and the operator reverses the sheave at the same moment. The boom is lowered and the pot warp is lifted off the sheave. The block is then ready to receive the warp from the next pot.

This development was accomplished by Marco engineers, working in conjunction with Virgil Gordon of the *Cross Sound*, one of the Northwest's leading crab fishermen. He has the *Cross Sound* equipped with the hydraulic crab and long line block, as is the *St. Mark*, a Pacific American Fisheries boat.



Hydraulic Crab Pot and longline block of the "Marco" line, Seattle. Developed to speed the handling of gear, it is equipped with controls to minimize gear loss.

The block is covered by U. S. Patent No. 2,733,531, and Canadian Patent No. 522,263.

Fishing Craft Overhauled

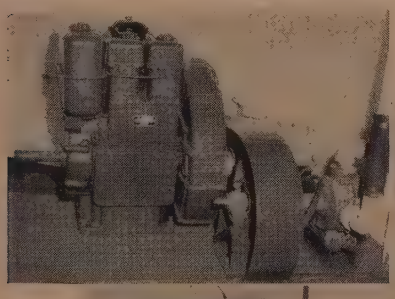
Charles F. Hanna, Mill Valley, Calif., had the GM 6-71 diesel engine in his *Rock-A-Bye* completely overhauled by Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco.

The GM 6-71 diesel engine in the troller *Charlie Romeo*, A. Romeo Fish & Oyster Co., San Francisco, also was overhauled at Shoreline, as was the GM 6-71 in Joe Pomiglia's hook-and-liner *J. F. Pomiglia*.

Shoreline Diesel installed hydraulic guirdies on the troller *Carmelia Maria*, owned by Henry Passanisi.

New Seiners Log 9½-Knot Speed

In the July issue, page 18, *Pacific Fisherman* carried an erroneous report of the trial-run speeds of the new 53' seiners *Terry K.* and *Island Queen* as 7½ knots. They actually registered two knots faster over the measured mile. The boatbuilders, Jacobsen Boat Co., and engine suppliers, N C Marine, of Seattle, report that each ship clocked a solid 9½ knots with its Caterpillar D326 marine diesel.



'MIDNIGHT SUN'

New 72 ft. Scallop Dragger MIDNIGHT SUN, Home port New Bedford, Mass. Owners: Risdal & Anderson, Inc., Fairhaven, Mass. Skipper: Magne Risdal. Builder: Harvey F. Gammage, South Bristol, Me.

Another New AIR-COOLED Lister Installation!

AIR COOLING, a boon to all-year operation, emphasizes today's big swing to simple, economical Lister Diesels specified for more and more fishing boats. New MIDNIGHT SUN accelerates this convincing preference, her versatile Lister SL2 powering a 32 V DC generator and 1½" bilge pump.

For years long-life, instant starting Lister auxiliaries have powered ¾ of New England's fishing fleet and countless fish boats and work boats. And Listers propel many a smaller craft. There's an economical Lister for powering *your* boat. WRITE US FOR RECOMMENDATIONS.

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We Never Had It So Bad!

● Pacific salmon trolling never was as poor as this year.

That's not a pleasant statement to have to make, but there is no dodging the fact.

From California to Central Alaska, Silvers as well as Kings, troll fishing to the end of July had been the poorest on record.

True, prices were high; but for how much fish?

You can't make a living even if Kings are $1 a pound if you get only a few pounds a day—and that's what the troll fishermen have been up against this season.

To say they are disturbed is putting it mildly. Man, they're *hungry*.

● Some trollers say it's pollution.

Others blame the sportsmen.

Many say it's civilization.

A few think over-fishing may have something to do with the dearth.

Whatever the cause, the trollers and the trade which depends upon troll salmon find the situation definitely alarming.

● Robert Dignon, president of Northern Products Corporation, a leading factor in mild cured salmon distribution, says frankly:

"The supply situation has never been so poor. Mild curing thus far has been very scant indeed; and we are all very much concerned, for we have never heard anything like it."

July brought a swirl of Eastern smokers to the Pacific Coast. They appeared to disbelieve the reports and thought if they'd come out to the Coast personally they could find a few casks here and there. They didn't stay long before they were convinced that the bear stories were really true reports of a bare market.

Otto Weissich Enters Santa Barbara Fisheries

Otto Weissich, an official of the Western California Fish Co., and Del Monte Fishing Co., San Francisco, has leased on his own account the plant of Farallone Fisheries at Santa Barbara, Calif.

Mr. Weissich will continue the fresh fish operation there under the name of Channel Fisheries. George Naylor, well known in the southern California fish business is vice-president and general manager of the firm, Mr. Weissich is president, and Mr. Weissich's son, W. O. Weissich, former Marin county district attorney, is secretary.

The company expects to have five or six trawlers fishing for it soon, and will produce bottom fish for man and mink. Farallone Fisheries had been purchased some time before by Harbor Fisheries, a subsidiary of the Fur Breeders Agricultural Cooperative, Utah.

Tuna Net Skiffs Employ Larger Wheels

A bigger propeller and a higher reduction gear is the new power principle being applied on skiffs now being built for the tuna seiners *American Queen, White Star, Chicken of the Sea, Espirito Santo* and *Mayflower* by Fellows & Stewart, Terminal Island, Calif.

The new skiffs are being powered with 100-hp. 6-cyl. Ford Osco diesel engines, as are many other skiffs; but under the new power system, a Capitol gear box, with 4:1 reduction, is being added to the transmission system, and the new propellers are 32" diameter Federals.

According to Jack Holland of Fellows & Stewart, the new power system delivers more power more promptly and with greater flexibility. The new skiffs are expected to tow and hold the big seiners more strongly and easily, and more effectively in rough water.

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NICK BEZ, 50 Years in Fish

● When Nick Bez went North this season to Bristol Bay he was completing 50 years in fishing—50 years which have seen him rise to a leading position in the North Pacific fisheries.

President of P. E. Harris Co., and with interests in a half-dozen other salmon canning companies from Bristol Bay to the Columbia River, he is also president of West Coast Airlines.

During the Bristol Bay season he established his operational headquarters at the idle Nornek cannery of the Intercoastal Packing Co., whose activities were consolidated with those of the Egegik Packing Co. at Egegik. From there he directed his interests in the Western Alaska fisheries as he closed out his half-century in fishing.

"I first went to work in fishing with Lee Makovich in 1910. Lee was a good fisherman, who rose to be long-time president of the Fishermen's Packing Corporation.

"After a couple of years I gillnetted on the Columbia River in 1913; and purse seined down there in 1920 and 1921, until the states legislated us out of business," he reviews the early years.

(In 1960 Mr. Bez acquired controlling interest in the Union Fishermen's Cooperative Packing Co., founded on the Columbia River in 1896.)

Mr. Bez went to Alaska first in 1910 as a crew member on a towboat.

In 1912 he fished first in Alaska, at Port Beauclaire, after working on the crew which built the cannery early that year. Eventually, in 1927, he bought the remains of the Port Beauclaire cannery, after it had suffered two fires, and moved what he could to his own Todd Packing Co.

It was in 1924 that Mr. Bez reached management status, becoming cannery superintendent for C. A. Burckhardt in the Alaska Consolidated Canneries Co. plant at Tenakee. He was 29, and he recalls clearly that the canning industry was sharply critical of the "boy superintendent at Tenakee."

NICK BEZ, 50 years in fishing, pictured by **PF** in Bristol Bay as he recounted some of the high lights of a half-century in salmon.

"Local" Halibut Vessels Look to Albacore Fishery

● Halibut fishing in Areas 2 and 1B closed with the last day of July, but are due to reopen again for a week, without quota, from Sept. 11 to 18 in order to harvest races of halibut which appear in the fishery at the end of summer.

The interim is expected to see a good many of the local halibut boats shift their attention to Albacore. The low price pattern of halibut this season is expected to stimulate this diversion, further encouraged by reports of general Albacore abundance off Southern California and Northern Mexico.

● The International Halibut Commission staff is directing a lot of attention to Area 2 this summer, with two vessels on research charters. These are the *Sunnfjord,* a Canadian craft working out of Prince Rupert on a tagging mission; and the *Commando* of the University of Washington College of Fisheries.

This latter vessel is engaged in young halibut studies and in extending the knowledge of halibut life history, with the broad objective of finding a key which would permit an estimate of the strength in incoming annual populations.

Sunnfjord is engaged in tagging halibut all the way from the Goose Island grounds to Cape Spencer, the dividing line between Areas 2 and 3A. Principal emphasis is being put on the outside grounds off Southeast Alaska to determine rates of growth and time and direction of migration.

Sea Temperature Charts Available to All

Sea temperature charts covering the entire Eastern Pacific Ocean from the Aleutians to Chile, are now available to all fishermen and other interested people, it was announced last month by the Bureau of Commercial Fisheries.

The temperature charts are important fishing aids, because it is well known that tuna are more likely to be found in waters of the temperature that suits them.

During the Albacore season, between May and October of each year, the temperature charts will be published twice a month for the area between 25 deg. and 52 deg. N. Lat., and offshore to 135 deg. W. Long., the Bureau announcement said.

The charts show not only the average sea surface temperatures for the current month, but the deviations from the 30-year average, and from the preceding year. Thus fishermen who know where fishing was good last year can estimate, by comparing this year's temperatures and areas, where fishing is likely to be good this year.

The sea surface temperature charts will be issued by the Bureau's San Diego Biological Laboratory headed by Gerald V. Howard. Printing and mailing schedules have been set up to get the charts into the hands of interested persons as promptly as possible.

According to the announcement, the charts will be a part of Part II (Fishing Information) of the California Fishery Market News Monthly Summary, generally and widely known as the Yellow Sheet. The Yellow Sheet itself, however, will continue to be issued daily as at present by the San Pedro office of the Bureau's Market News Service, headed by V. J. Samson.

To get on the mailing list to receive the temperature charts, requests should be mailed to The Director, Biological Laboratory, U. S. Bureau of Commercial Fisheries, P.O. Box 6121, Pt. Loma Station, San Diego 6, Calif.

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What are 1962 Sockeye Prospects?

Favorable, but not Great, Basis of Early Data

By LOYD A. ROYAL

● Widespread interest has been expressed throughout the Salmon industry regarding the International Pacific Salmon Commission's findings and opinions in respect to the success of reproduction of the 1958 "Adams River" run, and what may be expected as a return run in 1962.

The isolation and assessment of the factors controlling total survival of Sockeye is a relatively new study and, while considerable progress has been made in this field by the Commission, any conclusions must be examined with caution.

Final estimates of the 1958 Fraser run approximate 19,000,000 Sockeye, 15,000,000 being produced in the South Thompson watershed ("Adams River Run"). Of the 15,000,000 fish, 72.3% or over was produced in Lower Adams River proper while 27.7% or less was produced in Little River and the South Thompson River below Little Shuswap Lake.

An examination of historical records indicate that the 1958 "Adams River Run" may have exceeded an all time record in production. The timing and size of the 1954 escapement was very favorable, and spawning, incubation, and rearing conditions were excellent. In addition, sea survival probably approached a maximum which has not been equalled in the last 10 years. With all factors favorable for the good survival of the 1958 run, it must be concluded that the possibility of a similar Adams River run re-occurring falls in the same category as the 50 or 100 year flood.

While *the abundance of the* 1958 *Adams River run cannot be expected to re-occur except by chance,* mistakes in regulation can cause unnecessary and drastic declines in survival. Data collected by the Commission demonstrate that if emergency and timely action had not been taken the 1962 Adams River run would be a serious failure.

MR. ROYAL is director of the International Pacific Salmon Fisheries Commission, through which the United States and Canada are undertaking the up-building and equal division of the Fraser River Sockeye and Pink salmon runs.

● Unlike the parent 1954 run, the 1958 run was 10 days late in arrival in the fishery. The run was extended and a large percentage of the escapement reaching the delay area off the mouth of the Fraser River consisted of fish of the latter part of the run. Regulation in the river was controlled to permit the first peak of escapement to reach the spawning grounds. These were healthy fish and were in top condition as many industry observers can testify. After the proper number of fish had escaped at least 1,500,000 fish of the latter part of the run remained to be caught. These fish likewise escaped because of a price dispute in the fishery. Their upstream migration was greatly extended, with several hundred thousand failing to reach their spawning grounds. The late spawners arriving at the spawning grounds, estimated at over 1,000,000 Sockeye, were prevented from entering Adams River by an electric fence. These fish spawned on the shores of Shuswap Lake and in Little River, which had already been fully seeded by good quality spawners.

Winter surveys revealed an excellent hatch in Adams River, but none on the shores of Shuswap Lake (exposed by winter low water) and very few in Little River. It is quite apparent to the investigators that the bulk of the return in 1962 may be attributed to the installation of the electric fence. Had the fence not been installed a failure in the 1962 run would have been a foregone conclusion irrespective of the degree of sea survival.

● Observations by the Commission staff during the current spring months have revealed a very substantial seaward migration of yearling Sockeye from Shuswap Lake. Due to the volume of flow in the South Thompson it is not possible to devise an accurate enumeration of the downstream migration. Indices established in the spring of 1956, when the 1958 fish went to sea as yearlings, could not be used this year because of very adverse weather conditions and the resulting change in the character of the downstream migration. It can only be concluded from extensive field observations that this spring's migration was substantial. However, the Commission staff believe it to be less than that which produced the 1958 run. The size of the migrants for the two migrations compared favorably, indicating that rearing conditions in the lake were good.

If the sea survival of the two migrations being compared should be approximately equal it may be stated with confidence that a substantial run will return in 1962 although it would not equal that of 1958. Unfortunately, sea survival cannot as yet be accurately predicted, but it should not approach the record established by the 1958 run, thus causing a further diminution in the comparable size of the returning run.

Further estimates on the eventual size of the 1962 run will not be available until the fall of 1961 when the three-year-old jack Sockeye have returned to the spawning grounds. Whatever the size of the 1962 run, the Commission staff firmly believe that the electric fence placed in the mouth of Adams River forestalled a very serious failure in the success of reproduction. This conclusion is properly based on the excellent hatch in Adams River, where the escapement was controlled by the fence; and the very poor hatch in Little River where spawning was not controlled.

Yale Fishway Saves Stuart Sockeye Spawners

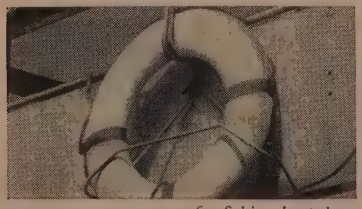
Prompt action of the Sockeye Commission in building a fishway on the Fraser river after occurrence of an obstruction near Yale in 1955 more than paid for itself during the first two weeks in July by the successful passage of the early Stuart escapement.

If the fishway had not been in operation, a serious decimation of the returning run in 1964 would have been inevitable. The unladdered obstruction in 1955 reduced an escapement of 35,000 fish to only 2,170 poor-quality spawners. In spite of a complete closure of fishing last year, only 2,663 Sockeye returned to spawn,

Spongex floats a MUST

. . . says Captain Norman Mezin, San Pedro, Calif.

"We consider Spongex floats a *MUST* aboard the 'Determined', our 121′ tuna purse seiner," says Captain Norman Mezin of San Pedro, California. "We were one of the first tuna bait boats to convert to purse seining. We added Spongex floats and have been very successful ever since.



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These B.F.Goodrich floats have earned enthusiastic approval by fishermen everywhere because of their toughness, light weight, permanent buoyancy. Practically indestructible, they won't break, crumble, need no maintenance. And they never waterlog to add extra weight to nets. B.F.Goodrich floats come in 17 sizes, ranging from 3″ x 1½″ to 6″ x 14″. For full information, write *The B.F.Goodrich Company, 145 Derby Place, Shelton, Connecticut.*

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thus necessitating another complete fishing closure in 1963 to permit full rehabilitation.

The delay in this year's spring flood in the Fraser is the same as that which created a serious obstruction in the early Stuart run not only in 1955 but in 1933.

When this was written it was too early to make observations on the 1960 run that would offer much of a guide for subsequent expectations, but early runs indicated normal timing, with few fish passing through Johnstone Straits. Troll catches at mid-July had not indicated the approach of the main Chilko run. Early gillnet-caught Sockeye averaged 5.3 lbs., and it was expected that Chilko fish would average 5.5 lbs. or less.

Pressey and McMillin Broaden Biological Fields

Richard T. Pressey, supervisor of research for the Washington State Department of Fisheries, is leaving the department for a position with the U. S. Fish and Wildlife Service, Fisheries Director Milo Moore announced in July.

At the same time Mr. Moore said Dr. Harvey C. McMillin is also leaving to work in Chile for the U. S. International Cooperative Administration and the Chilean government.

Mr. Pressey, a graduate of the University of Washington School of Fisheries, has been with the Fisheries Department since 1948, and has been research supervisor since 1958. Prior to becoming supervisor, he was assistant supervisor; before that worked on Columbia River projects, including passage of fish past dams, artificial spawning channels, etc. He was president of Pacific Fisheries Biologists in 1955 and is a member of the American Institute of Fisheries Biologists.

He will be a Fisheries Management Biologist, Columbia River, for the USFWS and will have headquarters in Portland. He will be working closely with the Washington Department in cooperative Columbia River projects.

McMillin is also a graduate of the U. of W. School of Fisheries, and received a Masters degree from Stanford University in 1926 and a Doctor's degree in Zoology, Physiology and Chemistry from Stanford in 1935.

He is no stranger to South America, having previously worked in Peru for nine years. His work in Chile will be to promote Chilean fisheries exports on the world market to earn dollars to buy U. S. machinery.

Edward M. Mains succeeds Mr. Pressey as supervisor of the research division, Milo Moore, fisheries director, announces.

How Will Increased Seining Affect Yellowfin Tuna Stocks?

By
M. B. SCHAEFER

● Most readers of *Pacific Fisherman* know that the Inter-American Tropical Tuna Commission through its research work has reached some rather definite conclusions on the effects of fishing on the populations of Skipjack and Yellowfin in the Eastern Pacific.

As far as Skipjack is concerned, the population off the West Coast of America is so large that the Commission's scientists so far can see no effect whatever of commercial fishing on the total Skipjack population, as measured by the catch-per-unit-of-fishing-effort.

The Commission's statistics show that the catch-per-day's-fishing, which measures the abundance of Skipjack as the fisherman sees it, fluctuates a good deal from year to year. This is partly because the fish are more or less abundant at various times, also partly because the fish are more available to the fisherman at some times than at other times.

But the important point is that although the fishing effort has increased, and the total catch has increased, the average level of abundance of Skipjack has not decreased. That is, *although fishermen have been fishing harder, and catching more fish, there is still just as much Skipjack to be caught as there ever has been,* within the errors of estimation. From this it seems that the Skipjack population can support much greater catches than have ever been made up to this time.

What About Yellowfin?

● On the other hand, speaking of Yellowfin, the Commission data indicate that the fishing effort, and the total catch, are having a definite effect on the population. It can be seen that as the fishing effort goes up, the population abundance goes down, at all levels of fishing effort. However, the average total catch increases up to about 35,000 units of effort, which yield, on the average, about 195,000,000 lbs., and then decreases.

On the basis of the statistics the Commission has gathered, and the mathematical computations made by its scientists, we predict that the *average* maximum catch is somewhere between about 175,000,000 and 220,000,000 lbs. — most probably 198,000,000 lbs. Up to 1958, the fishing effort has remained somewhat below the level corresponding to the maximum average catch.

The Shift to Purse Seine Fishing

● Until two years ago, the big factor in the tuna fishery was the bait boats.

DR. M. B. SCHAEFER
Dr. Schaefer is director of the Inter-American Tropical Tuna Commission, the principal authority on the condition of the tropical tuna stocks in the eastern Pacific Ocean.

In 1958 the shift toward purse seining began, with a number of clippers converting to that type of gear. Now, as most readers know, there is a rush to convert to net fishing.

What effect will this have on the tuna stocks?

Seiners have always caught a greater proportion of Yellowfin in relation to Skipjack, than clippers. This is largely because the seiners have fished in areas and at times when Yellowfin dominate the catch, although it may also partly be because the seine gear itself is more effective for Yellowfin than for Skipjack. In any case, it is evident that the conversion to seiners will increase the effects on the Yellowfin population.

For example, the California landings of Yellowfin through mid-May 1960 have been over 40,000 tons, three-quarters of which have been landed by seiners—the highest figure for the past five years. This is in spite of the fact that about a score of vessels are not fishing, being in the yards undergoing conversion to seiners.

For this same period, Skipjack landings are only 8500 tons, less than half the average for this period during the past five years. Practically all of the 1960 landings have been made by bait boats.

It seems that the *present* rate of catching Yellowfin is not excessive. But what will happen when the vessels now being converted are out fishing, plus yet other conversions? There is very good likelihood that the fishing intensity on Yellowfin may go well beyond the level corresponding to the maximum sustainable catch.

In other words, the Yellowfin population of the Eastern Pacific may not be big enough to support all the seiners that will be fishing in the future. It will be necessary to divert much of this effort to Skipjack, which can still stand a big increase in rate of harvesting.

This diversion might be effected by imposing fishing regulations. But whether you have regulations or not, diversion will be forced by economic necessity, because after you get beyond the point of maximum yield you will, on the average, catch less fish the harder you fish for them.

Problems of Measurement

● The Tuna Commission scientists are finding it difficult to monitor the changes in fish populations during this present period of rapid changes in fishing methods. In the past, we have used the records of bait boat operations to measure population abundance. We have of course also computed the seiners' catch-per-unit-of-effort, but these figures are not closely correlated with the clipper statistics, because seiners have up to this time fished within a narrow range of time and area.

But the new big seiners work the year round, and cover all the fishing areas; and they are replacing the bait boats so rapidly that it is hard to calibrate their efficiency as compared

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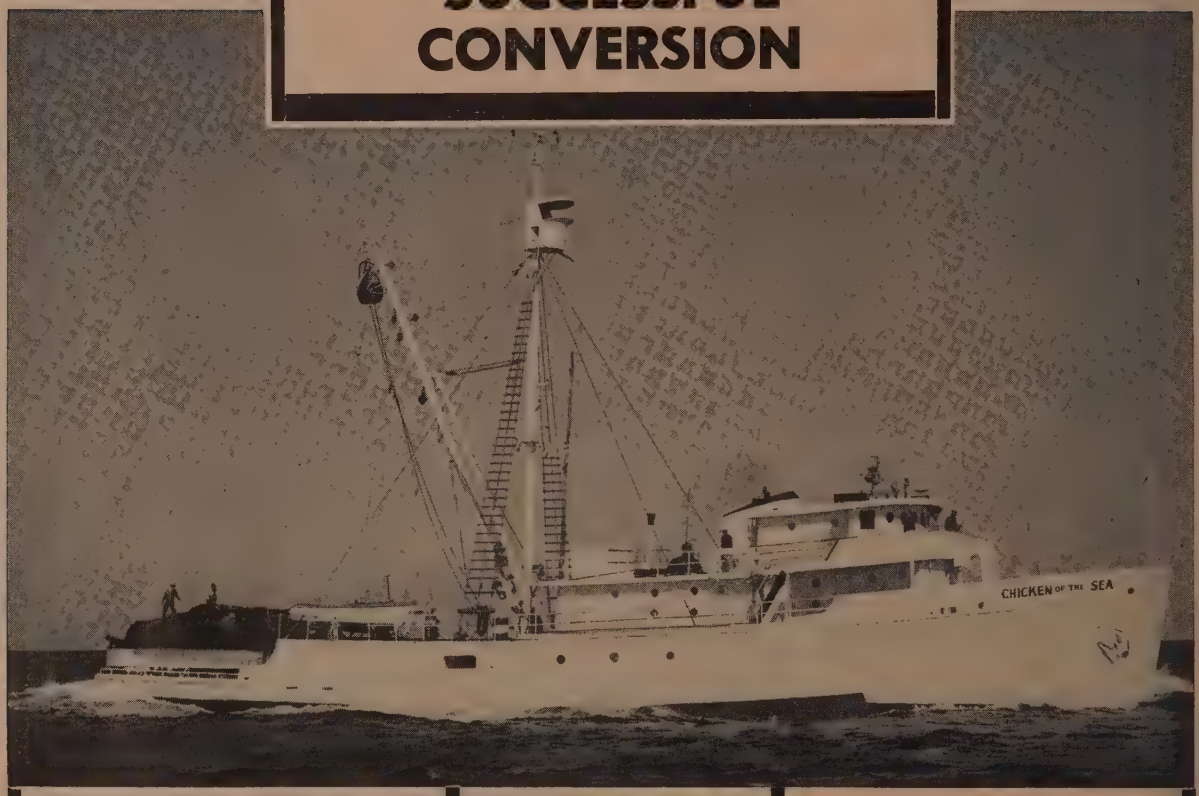

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with the bait boats. The Commission scientists are now wrestling with this problem.

Another problem which looms on the horizon is finding out just *how much Yellowfin is being caught* in the Eastern Pacific.

Until recently, we have been able to compile quite complete and accurate statistics with the fine co-operation of all members of the industry, and of the governments of the Eastern Pacific countries. But during the last two years Japanese-flag vessels have been fishing in the area, and they take their catches back to Japan. Unfortunately, the Japanese Fishery Agency has been completely and totally uncooperative in collecting and releasing the necessary catch statistics.

Unless this can be corrected, it may result in frustrating all our efforts to conserve the Yellowfin stocks in the Eastern Pacific.

Fish Divoteer's Fall Tourney September 9

C. E. "Bud" Moore, Fisheries Division, Branch of Market Development, U. S. Fish & Wildlife Service, president of The Fish Divoteers, has announced that the organization's 22nd annual fall golf tournament will be held Friday, September 9, at the Rainier Golf & Country Club in Seattle.

Starting time reservations for the fall tourney will not be accepted by the pro at Rainier until Tuesday morning, September 6.

Schoning Succeeds Day As Oregon Director

Albert M. Day, Director of Fisheries for Oregon, resigned his post July 13. Assistant Director of Fisheries Robert W. Schoning was named by the Oregon Fish Commission to succeed Mr. Day as director.

Mr. Day later accepted the post of executive director of the Pennsylvania Fish Commission.

Mr. Day was appointed Oregon State Director of Fisheries in 1958 after serving three years as Director of Wildlife Research of the Arctic Institute of North America. Previously he held positions of Assistant Director and Director of the Fish and Wildlife Service, Department of Interior.

Mr. Schoning joined the Fish Commission staff as an aquatic biologist in 1947, and for 13 years was project leader for the Columbia River investigation, then assistant director and director of research. Two years ago he was named Assistant Director of Fisheries.

Born in Seattle where he resided until he joined the Fish Commission of Oregon, he received a bachelor of science degree in fisheries from the University of Washington in 1944 and did a year of graduate work in 1946 upon returning from military service. He is a member of the Pacific Fishery Biologists and the American Institute of Fishery Research Biologists.

A veteran of overseas duty in World War II and the Korean conflict, he is presently a major in the U. S. Marine Corps Reserve.

B.C. Fishing Industry Honors Four Veterans

Four pioneers of the Fraser River's fishing industry were honored at the annual salmon queen carnival at Steveston, B. C., recently — Marco Vidulich, Naonozo Akune, Don Millerd and Richard Bell-Irving. All had participated, in one capacity or another, in the development of the salmon fisheries of the area for many years.

Mr. Vidulich has been fishing the Fraser River salmon since 1892, when the river mouth was crowded with sailing craft at the time of the summer runs. Mr. Akune was among the first Japanese gillnetters to enter the river's fishery. His first season was 1910; 30 years later more than 20,000 Japanese were in the lower mainland of B. C., many of them engaged as commercial fishermen.

Col. Bell-Irving, president of the Anglo-B. C. Packing Co., has been active in the industry since 1906 when he joined the company organized by his father in 1890—the oldest-established salmon packing organization still doing business in the region.

Mr. Millerd, longtime head of Francis Millerd & Co., started his career at Steveston in 1909, and his family has been in the salmon business for decades. He is honorary president of the Fisheries Council of Canada.

Air-Cooled Diesel For Small Troller

Louis May, San Francisco, owner and skipper of the 28′ crab boat *Frog*, has repowered the boat with a Lister air cooled marine diesel engine purchased from and installed by Oswald Machine Works, Fishermen's Wharf, San Francisco. The Lister develops 34 hp. at 1800 rpm, and is equipped with a 3-1 reverse and reduction gear.

R. Hole, Oakland, has installed a 13 hp 3 cyl. Lister air cooled diesel engine in his Albacore boat *Daybreak* to power the freon compressor, generator and pumps. The engine was purchased from Oswald Machine Works.

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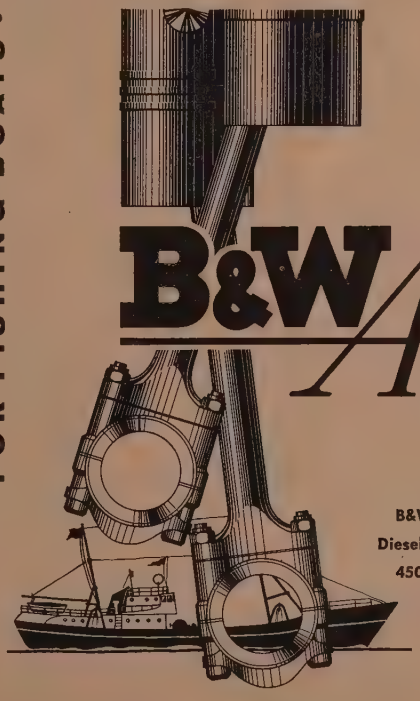

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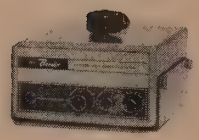

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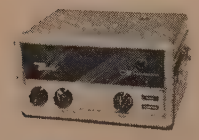

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offer the finest short range performance. 5 channels. Inquire at your dealer now.

At last you can have the safety and convenience of high performance two-way voice communication with this revolutionary Bendix Skipper 303 transistorized 65 watt radiotelephone. It's small; requires no underwater ground through use of the exclusive TENNA-COUPLER, a special cable assembly providing an artificial ground for the system; has extremely low battery drain because of its transistorized power supply, receiver and transmitter modulator. In addition, it is completely self-contained for simplicity of installation.

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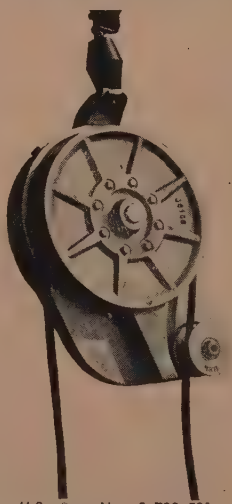

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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN

News and Views of National Trade in Fish and Shellfish

August 1960

There'll be Reds, Sure; But What About Pinks?

● Canned salmon marketers had their eyes and minds centered on production as this issue went to press.

What they'd have to sell, and what it would bring, were of more immediate concern than when and to whom the sales would be made.

Even at presstime some things were plain:

Item: There'd be more Alaska Reds to sell than have been available for a number of years.

Item: Beside Bristol Bay, other districts were tending to have favorable production of Reds.

Item: Puget Sound, on the other hand, could not be expected to provide many Sockeyes, and a large part of this pack could be expected to go into quarters.

Item: Chums were showing quite well.

● What about Pinks? That was the great question to the end of July. Plenty of time for a pack yet, of course; but the early showings offer little encouragement.

Standing-out as a unknown of much interest in the case of Pinks would be the Nushagak. In 1958 this segment of Bristol Bay produced 62,000 cases of Pinks, caught with Red salmon nets, while most of the run was missed. Would it be back this year?

There'll be plenty of proper Pink gear ready, just in case; and this river system might possibly make a significant contribution to the saleable supply.

● L. A. Petersen, New England Fish Co. sales manager, late in July had this realistic viewpoint on Pinks:

"Southeastern Alaska, on which we depend for a great share of our Pinks and Chums, remains a puzzle. The areas is 75,000 cases behind last year, and 200,000 cases behind 1958, the cycle year for the Pinks. With great things expected from this scene of operations for this season, the poor showing so far has the experts going over the records of the past to gather some ray of hope for a late run. It could happen, of course, as some of the best packs have been produced by heavy fishing late in August, and in 1949 extensions for fishing were granted to September 7 because of the abundance of late fish."

California Imports of Frozen Tuna

Cumulative data in tons for 1960 through July 16, and for other years to the nearest comparable date. Data from U. S. Market News Service.

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	1,307	14	5,696	417	7,434
San Pedro	9,190	3,164	16,325	126	28,805
San Diego	2,622	747	793	17	4,179
Total to July 16	13,119	3,925	22,814	560	40,418
1959	8,254	4,313	33,452	136	46,155
1958	9,327	1,991	24,369	286	35,973

Southern California Domestic Tuna Deliveries

Cumulative totals for 1960 through July 16, in tons, as reported by U. S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
Clippers and Albacore Fleet	467	....	12,338	16,018	...	28,823
Purse Seiners	...	2,383	1,558	48,013	53	52,007
Total 1960 through July 16	467	2,383	13,896	64,031	53	80,830
Total 1959	814	4,372	33,819	39,340	259	78,604
Total 1958	1,177	5,032	29,197	43,425	829	79,660

Japanese Tuna Sale 6 Offers Temporary Bargain

Japan's Tuna Sale No. 6, temporarily derailed early in July, was back on the tracks again before the end of the month with a temporary special of $9.15 per case—down a dollar—from the last price per case of solid Albacore in brine.

Involved in the sale were 200,000 cases of Whitemeat and 100,000 cases of Lightmeat. Trading firms had only 15 days—July 14-19—to place orders, and period of *shipment* was limited to July and August.

Furthermore, the price was pledged to advance to $9.25 in Sale No. 7.

Lightmeat pricing was unchanged at $6.80, but is expected to be raised, probably by 20¢, in Sale No. 7.

Pacific American Plans Shumagin Crab Cannery

A third King crab cannery for Pacific American Fisheries is being installed this season in the company's salmon cannery at Squaw Harbor, Shumagin Islands, Alaska.

The company, which is one of the largest salmon canners in the world, entered the King crab canning field several seasons ago with an installation in its salmon cannery at King Cove, on the Alaska Peninsula not far from Squaw Harbor.

The second PAF King crab plant was established at Alitak, southwestern Kodiak Island.

New News Aid for Fish Retailers

The Southern California Fisheries Association last month launched a News Letter addressed to meat directors of retail markets, designed to make these retailers more aware of merits of sea food, and the profits to be gained from pushing them aggressively to the consumer.

The News Letter gives the retailers a rundown on the availability, price, etc. of sea food items in season, and also throws in suggestions on the use of various sea foods that can be passed on to the customer.

The News Letter is compiled and mailed by Bart A. Ghio, secretary of the association. Joseph A. Sulentor is 1960 president.

Salmon and Lemons Join In Ambitious Promotion

● Most ambitious promotion yet undertaken by Canned Salmon Institute, Inc., teamed with new company, and timed to a new season, was confirmed in July by the Institute committee and ordered into effect.

It calls for cooperation of the institute with Sunkist Lemon Growers in an advertising and point-of-sale promotion through the month of October.

Basic advertising program is built around full-page, 4-color advertisements in the October issues of *Family Circle, Women's Day* and *Ebony;* with preliminary advertising in the September issues of *Super-Market News, Chain Store Age,* and other journals of the food trade group.

The promotion will be built around a new recipe—Lemon-Salmon Loaf—which has been thoroughly tested and found particularly successful.

Sunkist Lemon Growers are shouldering the responsibility for erecting Lemon-Salmon Loaf displays in more than 10,000 super-markets; and for servicing the markets with literally millions of copies of the recipe, as well as many thousands of banners and display kits.

October timing of the event is a departure from the traditional salmon promotion in Lent. The thinking back of the shift is that salmon sells well in Lent anyway; so why not promote for new business at a time of year when the summer salad days are past?

Canned Salmon Institute's end of the promotion is being handled by Cole & Weber, Seattle, its advertising counsel, with Lou Antonsen, Sid Copeland and Lee Jacobi assigned to the account.

Deivert Joins Dooms

Dick Deivert, for a number of years with the fish meal and oil, and frozen seafood department of Wilbur-Ellis Co., San Francisco, has joined Wm. O. Dooms Co., Oakland, seafood brokerage house, in the sales department.

He takes the place of John McLaughlin, who resigned to return to Astoria, Ore.

Billy Seaman Visits Bristol Bay Fisheries

Billy Seaman, formerly one of the principal buyers of canned salmon for the New York market, visited the Bristol Bay fisheries during the peak of the great 1960 Red run.

After a few days at the canning centers of the Bay proper, he continued his Western Alaska explorations with a schedule calling for a fartherest west at False Pass.

Eight-Color Package Process Offered by Western-Waxide

Western-Waxide division of Crown Zellerbach Corporation, San Leandro, California, is offering eight-color packaging for the first time to its West Coast customers.

Resident manager B. L. Dillon says the plant has installed a new Kidder letterpress, one of the largest of its type in the West, to make the new service possible. Packaging had been available in six colors at the San Leandro operation and in seven colors at Western-Waxide in North Portland, Oregon.

In addition to the extra color service, according to Mr. Dillon, the letterpress is equipped to give precise color control on intricate print designs.

It's "Fortune Foods" Now

Fortune Fisheries, Inc., well known San Francisco sea food brokerage house, has changed its name to Fortune Foods, Inc., according to Jack Williamson, one of its founders, and president of the company.

Mr. Williamson said that the change of name was due to the fact that the company now handles other lines of foods beside seafood. Vice-presidetn and sales manager is Jerry Williamson, Jack's son.

Research Food Chemist, C. S. Ash, Dies at 80

Charles S. Ash, 80, well known Pacific Coast food research chemist, died recently in San Francisco.

Mr. Ash was born in San Francisco, and after college became a wine chemist, later going into the food chemistry research business for himself. In 1920 he joined the California Packing Corporation, San Francisco, and established its scientific research department which he headed until 1944, when he retired at the age of 65. Mr. Ash had been in retirement since that time. He leaves a wife.

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C. H. Benmore, left, managing director of Henry W. Peabody & Co., London, one of the largest factors in the United Kingdom trade in canned salmon, is pictured in Seattle during a recent business call on **Jay Gavin** of Gavin Brothers, Inc., Pacific Northwest representatives of the Peabody house.

British Food Importer Happy Over Salmon

A major importer of canned salmon for the United Kingdom is optimistic about both the supply and the demand for Red salmon from the U. S.

Carlile H. Benmore, managing director for Henry W. Peabody & Co. of London Ltd., and its parent company, Sale-Tilney & Co. Ltd., London, was visiting last month with Jay Gavin, of Gavin Bros. Inc., Seattle, and attended a luncheon meeting with several packer-suppliers and business associates. Mr. Gavin, whose firm represents various U. S. food products supplied from the Pacific Northwest, was able to give Mr. Benmore advance report of the successful Bristol Bay salmon pack.

This was good news to Mr. Benmore, whose organization handles a very large proportion of the total U. S. shipment of canned salmon to the U. K., as well as imports from Canada, Japan and Russia. The items of interest from the U. S. for their operation are Red Sockeye and medium-reds; the bulk of their imports of Pinks and Chums come from Japan.

The world supply of Red salmon is such, in Benmore's opinion, that even with the large Bristol Bay pack the demand in Britain will be fully up to the visible supply between now and next spring.

His brief Seattle visit, after a short stopover in San Francisco, was followed by visits to Vancouver, B. C., and Tokyo.

Townsend and Goodrich Families To Be Linked

J. R. Townsend, San Francisco fisheries consultant, and Mrs. Townsend, have announced the engagement of their daughter Lorene to Henry H. Goodrich Jr., Moss Landing.

Henry formerly worked for Mr. Townsend's Net Products Co., later went to Moss Landing to become assistant to Joe Olivieri, manager of Santa Cruz Canning Co., there. A short while ago he went into business for himself as a fish buyer.

Henry's father was for many years with the New England Fish Co. and is now in the fish brokerage business in Phoenix, Ariz.

Southern California Receipts

	Albacore	Bluefin	Skipjack	Yellowfin	Bonita, etc.	Total
San Pedro	9,591	2,509	12,387	71,294	53	95,834
San Diego	2,688	17	6,944	8,431	...	18,080
Total 1960 through July 16	12,279	2,526	19,331	79,725	53	113,914
Total 1959	8,387	4,508	38,034	67,091	259	118,279
Total 1958	9,013	5,316	31,173	64,322	831	110,655

Sale of F. E. Booth Co. To Taiyo Is Denied

F. E. Booth Co., Inc., San Francisco, and pioneer California fish canner, has not been sold nor is going to be sold to Taiyo Gyogyo K.K. of Japan, as reported in the July issue of *Pacific Fisherman,* according to A. H. Mendonca, president of the company.

Pacific Fisherman regrets any embarrassment caused by this news story to either the F. E. Booth or Taiyo Gyogyo K.K. The story was printed in good faith, and based on information from sources in Japan.

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SAN JUAN

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FRESHEST FISH IN THE FREEZER

More than 37 Delightful Frozen Seafoods in Both Brands

NOW VACUUM-PACKED STEAKS & FILLETS

IN SAN JUAN'S OWN FLAVOR-SAVOR RETAIL-SIZE PACKAGES

SAN JUAN FISHING & PACKING CO.
PIER 31—SEATTLE, WASH.

Japan Seeks to Buy U.S. Reds to Can for Export

(PF Staff Correspondence)

● Expectations of a poor pack of Pink salmon on Hokkaido in July produced a striking development in the history of Japanese salmon canning.

Nihon Godo Kanzume K.K., one of the leading salmon packing companies based on Hokkaido, planned to import Red salmon from North America in a tie-up with the trading company Tokyo Shokuhin K.K., in order to pack fish for export to the United Kingdom.

(Import of salmon into Japan would never be authorized if it were not for processing exclusively for export.)

Purchase of 3,000 tons of Red salmon was approved by the Ministry of International Trade and Industry early in July. (It appears that $2,430,000 exchange was authorized for the purpose.)

The plan contemplated taking the fish in frozen condition at Seattle and its transport in an American reefer to arrive at Nemuro early in August.

Taiyo Gyogyo K.K. also has obtained sanction to buy 1,000 tons, it is said, for packing at its land plants. Another trading firm, Marubeni Co., is planning to import 1,500 tons.

(EDITOR'S NOTE — While it would seem highly unlikely that anything like these quantities of frozen Reds could be purchased in North America, well-informed observers in Seattle believed late in July that at least one freezership's cargo had been committed for delivery in Japan.)

Unfavorable Year Affects B. C. Packers' Earnings

Earnings of British Columbia Packers, Ltd. reflected in 1959 what John M. Buchanan, chairman and president, described in his annual report, recently issued, as "a most unsatisfactory year."

One of the world's great fishing and fish processing organizations, B. C. Packers operates on both coasts of Canada as well as in central Canada, in the U. S. and Peru.

Net operating profit for 1959 amounted to $746,966, to which is added profit on disposal of fixed assets of $182,906. This compares with a net operating profit of $1,706,862 the previous year, to which was added investment income (net) of $169,055.

From the company's standpoint, the most unfavorable operating conditions were experienced in B. C. itself, even though product and area diversification did assist materially in offsetting frustrating factors.

Last season's salmon production was reduced by a two-week strike of fishermen at the peak of the season. The herring industry was curtailed because of disagreement with fishermen over prices, and while whale production was greater than ever the market was so depressed that a loss resulted from this operation.

Sales for the year totalled $56,325,305, compared with the previous year's $63,317,378. (The company year ended March 31, 1960). While this total exceeds all other years except 1959, the cost of sales and other expenses represented $53,568,924 exceeded only by the 1958-59 period.

Gross income for the past year was $2,756,381, or less than half the total for 1958-59, when it was $4,534,421.

Dividends paid were $537,200, compared with $517,679 the previous year.

There were a few bright spots in the picture disclosed by Mr. Buchanan. Production at company's Nova Scotia plants was up 46%, partly due to purchase of a third trawler. The company's participation in the Peruvian fishery has been satisfactory, and encouraging progress has been made in selling bonito tuna production of the Peruvian enterprise through the BCP marketing organization. The company acquired a 50% interest in Empresa Pesquera Peru S. A. three years ago and has been canning tuna and processing anchovy meal and oil.

Mr. Buchanan notes that while salmon production this season is expected to be light it should be greater than in 1959 and that the two-year agreements signed last year with the fishermen should stabilize operations to some extent. Large runs of salmon are forecast in 1961 and 1962, to improve the longer-term prospects.

"Marketing of our fresh and frozen products will be carried out under more favorable conditions as a result of the reduction in the discount in U.S. dollars and the recent lifting of U.K. import restrictions on frozen salmon and halibut," stated Mr. Buchanan, who added that unless markets improve substantially there is no possibility of a herring operation this year under the agreement that expires in October, 1961.

The company's whaling activity was not resumed this spring, and Mr. Buchanan comments that it is a matter of grave concern to the company's directors that efforts extending over 10 years to maintain a whaling industry have not been successful.

Japan Increased Sardine Quota for Export

Increase in the Japanese quota for 1960 canned sardine exports, just announced, raises the target from 755,000 cases to 1,005,000 cases.

This advance resulted from good June fishing and an improved market outlook.

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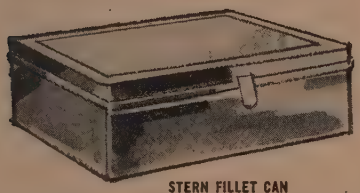
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1 GALLON CLAM AND OYSTER

This year marks the 150th Anniversary of the Metal Can Industry and the 59th year in which Stern has been producing cans to bring greater efficiency and economy to business.

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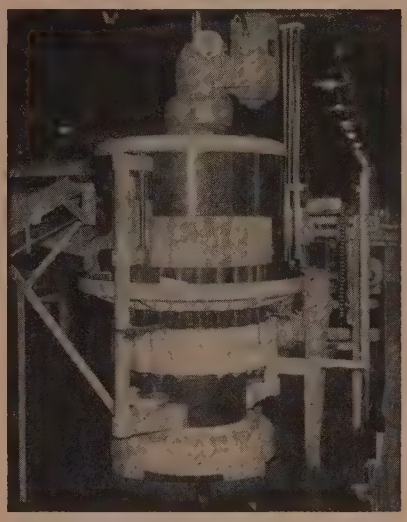
The PAK-FORMER



Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 140 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

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They Look Ahead, with sonar and other technology as well. Capt. John Resich, left, skipper, and Malcolm Newell, chief engineer, of the **JoAnn,** on which Chief Newell installed the first brine spray refrigeration system on a tuna seiner.

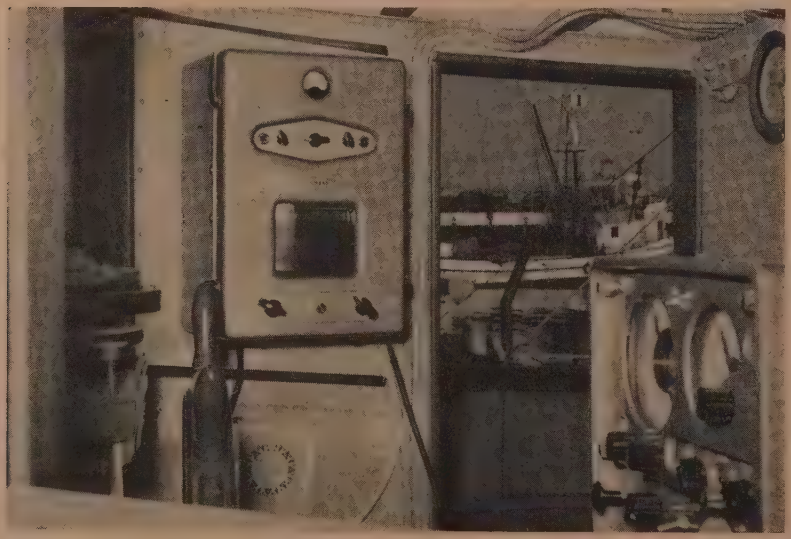
"JoAnn" Employs Sonar To Locate Tuna Schools

● *JoAnn,* the San Pedro seiner which pioneered the brine spray refrigeration system for tuna, again is leading the tuna seine fleet into new fields of technology, this time with installation of a sonar fish-finding system.

This is the Norwegian Simrad system, made by Simonsen Radio A/S, which employs the sonar principle in locating schools of fish. (See article in *Pacific Fisherman* for September, 1959, Page 19).

The equipment was designed by Scandinavian engineers and fishery research men seeking a more efficient way to locate shoals of herring a fishery, in which the equipment has proved successful in increasing the catch per unit of effort of the Norwegian herring fishermen.

Sound impulses sent out by a transmitter below the hull of the vessel "bounce" back from a reflecting object—school of fish, maybe—and are recorded on a moving strip of sensitive paper by a stylus which moves at a uniform speed. By reading the marks on the sensitive paper when the impulse is sent out and when it returns, the operator can determine where and in what direction the reflecting object (school of fish, maybe) is located.



Simrad sonar fish-finder control cabinet in the pilot-house of the purse seiner **JoAnn.** The large opening reveals the moving strip of sensitized paper on which impulses are recorded by an automatically driven stylus. The cabinet is mounted in the wheelhouse, in constant view of the pilot.

The *JoAnn* installation is a medium-range Simrad sonar, suitable for vessels of the *JoAnn's* size, and for the job the sonar is called on to do. The control cabinet, containing the recording strip, is mounted in the pilot house among all the navigation aids.

The *JoAnn* is under command of John Resich, skipper and part owner. Her engineer, and the man who designed the "*JoAnn* system" of spray refrigeration, is Malcolm L. (Mike) Newell. The vessel is owned by these two ship's officers plus George Muscovito of Astoria, Oregon.

The Simrad installation was sold and made by Benrad of San Pedro. The hull installation was made by Harbor Boat Building Co. of Terminal Island.

Chapman, Cary, Payne On Research Committee

Dr. W. M. Chapman, The Resources Committee, San Diego; Harold Cary, Van Camp Sea Food Co., Long Beach; and Lee F. Payne, Temple City, former member of the California Fish & Game Commission, are new members appointed to the Marine Research Committee by Gov. Edmund G. Brown.

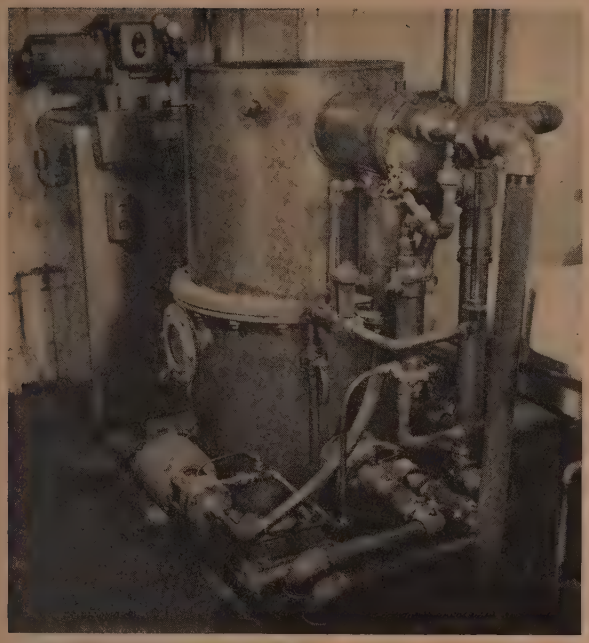
Re-appointed are: Joseph J. Bogdanovich, Starkist Foods, Inc., Terminal Island, president; J. G. Burnette, Los Altos, chairman; Max Gorby, California Marine Curing & Packing Co., Terminal Island; John Hawk, Seafarer's International Union of North America, San Francisco; Arthur H. Mendonca, F. E. Booth Co., Inc., San Francisco; Don T. Saxby, California Packing Corp., Berkeley; Richard S. Croker, chief, Marine Fisheries Branch, California Department of Fish & Game, secretary; and Garth I. Murphy, Scripps Institution of Oceanography, La Jolla, coordinator of research.

Del Vista Sardine Plant Sold to Peru

W. O. Lunde, president, Hovden Food Products Corp., Monterey, has sold the Del Vista sardine reduction plant that he built with Jack Yee to Peruvian interests, and the machinery is being dismantled by Wesley Dodge & Associates.

The Del Vista plant never turned a wheel, commercially. It was completed in 1946, the year the sardines disappeared.

The sale was handled by J. R. Townsend, San Francisco fisheries consultant.



Making more room for fuel or cargo in this commercial fishing vessel, the Maxim *Aquavap* eliminates water storage needs. Standard models available — capacities from 100 to 12,500 gallons per day — vacuum-distill ten times their weight in fresh water daily, using heat from engine jacket water or other source.

First standard line of small-craft fresh-water makers is made of Monel

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Compact new Maxim *Aquavap* distillers — all standard production models — save space and weight, are good for years of service, thanks to sound design with dependable Monel* nickel-copper alloy.

Monel alloy for lightness — this strong metal permits thinner, lighter-gauge construction, yet is able to withstand high and low pressures, vibration, sudden changes in load.

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Monel alloy for efficient heat transfer — fast, uniform, without troublesome "hot spot" problems. It delivers long, effective service at high or low heats. Protects fresh-water purity, too.

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B.C. Fish Companies Seek "Combines Act" Clearance

● Exemption from the restrictions of the Combines Investigation Act is being asked from the Canadian government by British Columbia's commercial fishing industry.

J. N. Hyland, a vice president of B. C. Packers, a former president of the Fisheries Council of Canada, recently argued the case before the House of Commons banking and commerce committee in Ottawa in his capacity as chairman of the export sales committee of the Fisheries Association of B. C.

As spokesman for the west coast industry, Mr. Hyland said the packers had successfully "divorced" their foreign activities from domestic markets.

About half B. C.'s fisheries production, said Mr. Hyland, is channeled into foreign sales and is thus subject to world competition, including the marketing of fish produced in Japan, which sells through the equivalent of a fisheries cartel, and in Soviet Russia, where prices are established by a state trading agency.

"Our foreign prices are set by factors beyond our control," said Mr. Hyland. "What we do in setting our prices is merely to assess those factors."

The Canadian Combines Investigation Act has been responsible for recent inquiries into the policies and practices of B. C. operators and also the fishermen's union and charges have been laid with the Restrictive Trade Practices Commission that price-setting on foreign sales have had a detrimental effect on the domestic market.

Federal investigators objected to the traditional practice on the Pacific coast of formulating price agreements between a group of packers and the organized fishermen, contending that this was in violation of the Combines Act. In fact, an order was issued to terminate this form of procedure and it was vigorously protested both by the packers and the fishermen. Enforcement of the order was held in abeyance by Ottawa pending further investigation, of which the hearings in the federal capital are a part.

Amendments to the Combines Act are now under consideration. Representatives of B. C.'s forest and mining industries have also been making recommendations to the government that, in meeting export competition, they should be permitted to "act collectively."

Canada Tagging Salmon In High Seas Studies

In line with its commitments to the International North Pacific Fisheries Commission, Canada's Fisheries Research Board has been carrying out a high-seas salmon tagging program.

Main purpose has been to obtain information on the abundance, distribution and migration routes of salmon in offshore waters. Observations have also been made of the abundance and habits of other fish that may have commercial significance.

Fisheries scientists have been taking salmon with a purse seine aboard a chartered Canadian fishing vessel, *Key West II*. Use is also being made of long lines in the fishing operation.

The tag used to mark the salmon consists of a white and yellow disc. The white disc bears a number, the address of the biological station at Nanaimo, B. C. and notice of a reward ($1) for the return of any tag taken from a captured fish.

Fishermen who catch the tagged fish are also being asked to send information on the species, sex and length of the fish, together with details of the time, place and method of the catch.

John Macdonald, B.C. Fisheries Figure, Passes

John Macdonald, 62, secretary of the Fisheries Association of British Columbia for the past 20 years, died July 15 after a long battle with cancer.

As long ago as 1953 Jack Macdonald's struggle was considered hopeless and he was sent on a vacation to Cuba to recover. But his condition greatly improved and, while not fully recovered, he was able to resume his usual duties with the association. However, he had been ailing for many months and was to retire shortly.

Scottish-born, Mr. Macdonald went to Canada in 1925, where he continued his Old Country affiliations, with the Sons of Scotland, Knox United Church and other institutions. During World War I he served as a sergeant with the British army and was decorated with the Military Medal and bar.

Active pallbearers, all associated with the fishing industry, were Hon. James Sinclair, John Buchanan, Roger Hager, Richard Bell-Irving, O. J. MacDonald and Don Millerd.

The new secretary of the Association is W. B. M. Wyness, who has been active in fisheries affairs in Vancouver for some time.

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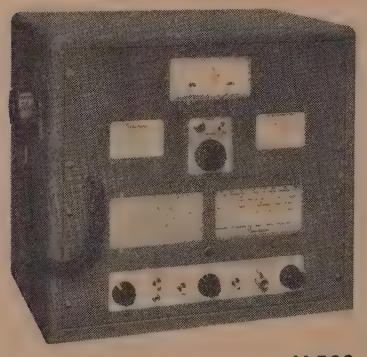

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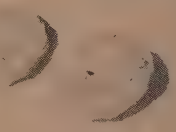

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Write, wire or phone

Mss Martiri, owned and operated by F. Alioto Fish Co., pulls into the company's dock at Fisherman's Wharf, San Francisco, to unload her catch. Above—Michele "Mike" Sciancalepore, skipper of the **Mss Martiri,** at the controls of her Murphy diesel.

San Francisco Trawler Yields Fine Performance

Mss Martiri, well known San Francisco trawler, has been producing very well for her owners, F. Alioto Fish Co., San Francisco, according to Mario Alioto, fish company official.

The craft is skippered by Michele "Mike" Sciancalepore, and fishes from Morro Bay to Crescent City. She is powered with a Murphy Model ME-165 165 hp diesel engine, purchased from and installed by Oswald Machine Works, Fishermen's Wharf, San Francisco. The engine is fitted with a Snow & Nabstedt 3-1 reverse and reduction gear.

Troller Carries Radar

Dick Hole, Alameda, who berths his Albacore troller at Evans Radio Dock, Oakland, has equipped his craft with a Raytheon radar.

About 70 Albacore trollers left Evans Radio Dock last month to fish southern California waters.

Carl Burlesci, Monterey, skipper of the Albacore troller *Tino,* and his brother, Russell, also of Monterey, skipper of the troller, *Sea Hawk,* are having their boats equipped with refrigeration at Evans Radio Dock, Oakland.

Calif. Trollers Improved

Dick Hole, Oakland, has equipped his Albacore boat *Daybreak* with a new flying bridge at Evans Radio Dock, Oakland.

Sandra-Jo, troller owned by Dee and Bill McFadden, was equipped with a new Lister auxiliary generator set at Evans Radio Dock. Dee, incidentally, is recovering from a broken leg.

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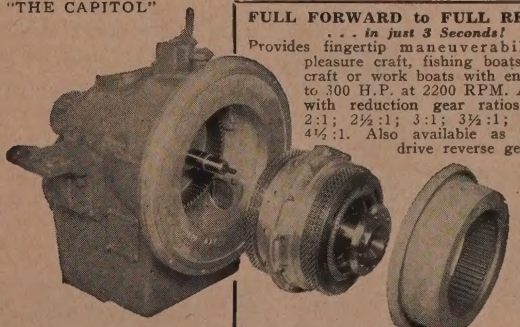

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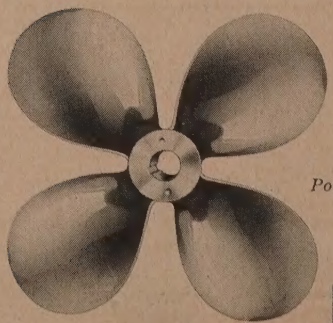
Federal equipped, 86' modern dragger-seiner "Kennebec" out of Portland, Maine.

. . . so goes the nation!" Here's the report from Maine. Captain Tuttle of the 86' dragger-seiner "Kennebec" says, "We installed a new 56 x 40 4-blade bronze Federal wheel. It's the most vibration-free prop I've ever sailed over, provides top notch thrust for dragging, improved our maneuverability, and when I put 'er in reverse our Federal Wheel bites in to stop the 62 gross ton 'Kennebec' . . . but quick!" And similar reports come in from all over the country . . . in fact over the world. Whether it's shrimp fleets out of Biloxie, tuna boats from the Pacific coast, fishing rigs from Key West to Seattle, you'll find the overwhelming preference is for Federal Propellers because Federal engineering and metallurgy provide the smoothest, surest performance, and almost unbelievable durability. Why don't you go as Maine goes . . . go Federal.



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CO-OWNERS OF THE *SEA STAR*

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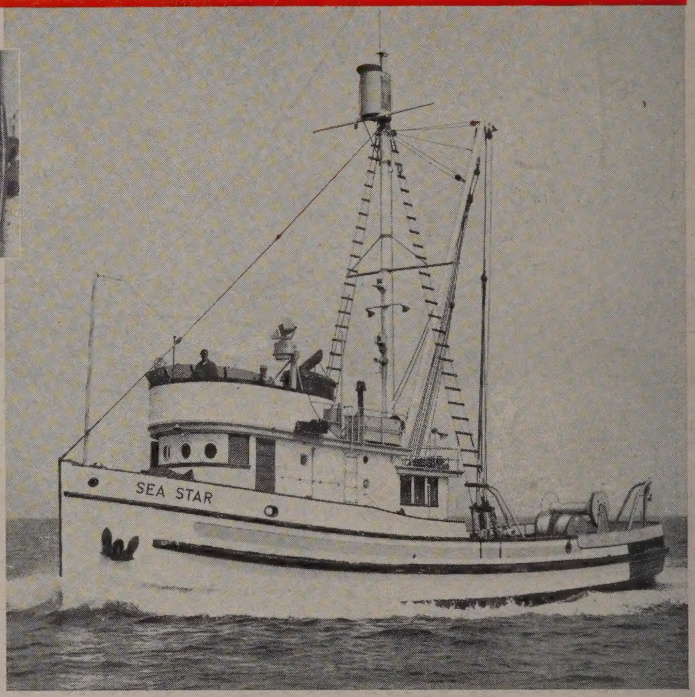
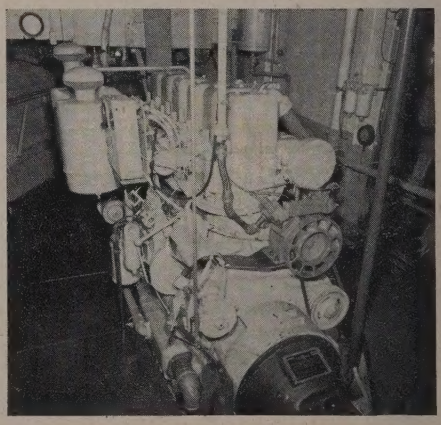
HAVE THIS TO SAY—

"Why did we buy the Waukesha Diesel for the *Sea Star?* Well, for one thing, it looks like a marine engine, and as far as we are concerned, it *delivers* like one. We liked the easy access to any part, should you wish to do any dismantling or repairing. • Curiously enough, we were very much concerned over the cubic inch displacement of any engine, in relation to the horsepower it's supposed to deliver. The *Sea Star* is a pretty hefty boat, and we wanted to have some excess power left above normal operating rpm. This we have with the Waukesha *Defender*. If we want to, we can take out 300 to 310 hp, or even the engine's top rated *continuous* output of 335 hp at 1215 rpm. • At 1025 rpm *Sea Star* now logs 10 knots, and at 1150 rpm of the engine, she logs 11 knots average; we made the 11 knot average on recent runs to and from Tacoma and Seattle. The 10 knot speed (at 1025 rpm) was logged over the Vashon Island measured mile course in Puget Sound. These performances convinced us that the Waukesha Diesel definitely has the power it's rated to deliver. • This Waukesha engine is smooth-running; there isn't a murmur at any engine speed. As a matter of fact, we can't find any critical rpm in the engine; she's smooth all the way through. • We like plenty of cubic inch displacement in any engine, and we get it in our Waukesha *Defender*. It has 2894 cu. in. displacement. • We do not like 'bull' about engines; we deal with facts. • We are very pleased with the speeds obtained with the *Sea Star*'s new Waukesha Diesel."



The *Sea Star* of Seattle, an 82-ft. trawler or dragger, is also used as a purse seiner for salmon or sardines. Vessel has a 21.4-ft. beam; 9.8-ft. register depth; tonnage, 107 gross, 72 net. Recently repowered, its new engine is a Waukesha Defender Diesel supplied and installed by Piston Service, Inc., of Seattle, Wash.



Powering the *Sea Star*— WAUKESHA *Defender* (Model LRDBCM) a 2894 cu. in. normally aspirated Diesel; six cylinders, 8½-in. bore x 8½-in. stroke, 335 max. hp at 1215 rpm for 24-hr. duty. It turns the 64" diam. x 55" pitch propeller through a Twin Disc hydraulic clutch and reduction gear of 4.067:1 ratio. Head end of engine has a Twin Disc power take-off to drive vessel's power take-off system when desired. *Send for Bulletin 1721.*

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